

The Hongkong Telegraph.

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TUESDAY, APRIL 19, 1904.

二拜禮

號九十月四英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,320,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$1,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$1,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., N. A. SIEBS, Esq.
H. GOETS, Esq., H. W. SLADE, Esq.
A. HAUPT, Esq., C. A. TOMES, Esq.
H. SCHUBART, Esq., E. S. WHEELER, Esq.
E. SHELLIM, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS:—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 10th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 11th May, 1904. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq., J. J. FOCKE, Esq.
Creasy Ewins, Esq., G. C. MOXON, Esq.

Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 4th February, 1904. [18]

THE DEUTSCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS:—BERLIN.

BRANCHES:—Calcutta, Hankow, Tientsin, Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, LTD.
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DISCOUNT DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [24]

TO LET.

NO. 1, RIFON TERRACE in FLATS.

NO. 4, RIFON TERRACE.

NO. 17, WONG NEI CHONG ROAD, facing Road.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CON-MAUGHT ROAD (near BLAKE PIER).

GODOWNS, FRAYE EAST.

"ROSENEATH," KOWLOON.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 6th April, 1904. [46]

TO LET.

NO. 71, WYNDHAM STREET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 3 Rooms, from \$25 inclusive of Taxes. And others to suit various requirements.

S. A. SETHI,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 26th February, 1904. [49]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 10th October, 1904. [16]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	MANILA H. G. H. Lowell, R.M.R.	April 20th, 4 P.M.	Freight and Passage.
LONDON, &c.	BENGAL G. Philipps	April 23rd, Noon.	See Special Advertisement.
SHANGHAI	CHUSAN W. B. Palmer, R.M.R.	About 24th April	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN J. D. Andrews, R.M.R.	About 27th April	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th April, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY, 27th April.
OLDENBURG	WEDNESDAY, 25th May.
SACHSEN	WEDNESDAY, 8th June.
ZIETEN	WEDNESDAY, 22nd June.
SEYDLITZ	WEDNESDAY, 6th July.
ROON	WEDNESDAY, 20th July.
PREUSSEN	WEDNESDAY, 3rd August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 17th August.
PRINZ HEINRICH	WEDNESDAY, 31st August.

ON WEDNESDAY, the 27th day of April, 1904, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 25th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 13th April, 1904. [3]

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

GOLD REEF BRAND

Pure Cream.

PURE RICH THICK CREAM, Sterilized by special process, will keep good and sweet under the most trying conditions.

QUARTER TINS	30 Cents.
HALF TINS	40 "
TINS	60 "

Sample Tin FREE on Application.

LANE, CRAWFORD & Co.,

Sole Agents for China and Manila.

Hongkong, 8th April, 1904. [38]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated. Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms.

For Particulars apply to THE MANAGER.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from Hongkong to MACAO, thence to CANTON and back to Hongkong, will be found interesting and enjoyable.

WM. FARMER,
Proprietor.

Intimations.

The King

among scientifically condensed foods is Bovril. In the smallest possible bulk Bovril has every virtue a true food should possess—it is nourishing and strengthening—it is a stimulant and a warmth-giver; and, besides being very appetising, is thoroughly digestible. Bovril is a great help to the cook, too.



JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.U. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinokura, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong.

TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

AMERICAN WHISKIES.



OLD CREMOENE WHITE RYE.

WATERMILL SOUR MASH.

HIGH BALL KENTUCKY RYE.

FINE OLD BOURBON (IDES).

O. K. BOURBON.

PURE AMERICAN RYE.

MOUNT VERNON RYE.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road.

Hongkong, 2nd April, 1904. [42]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

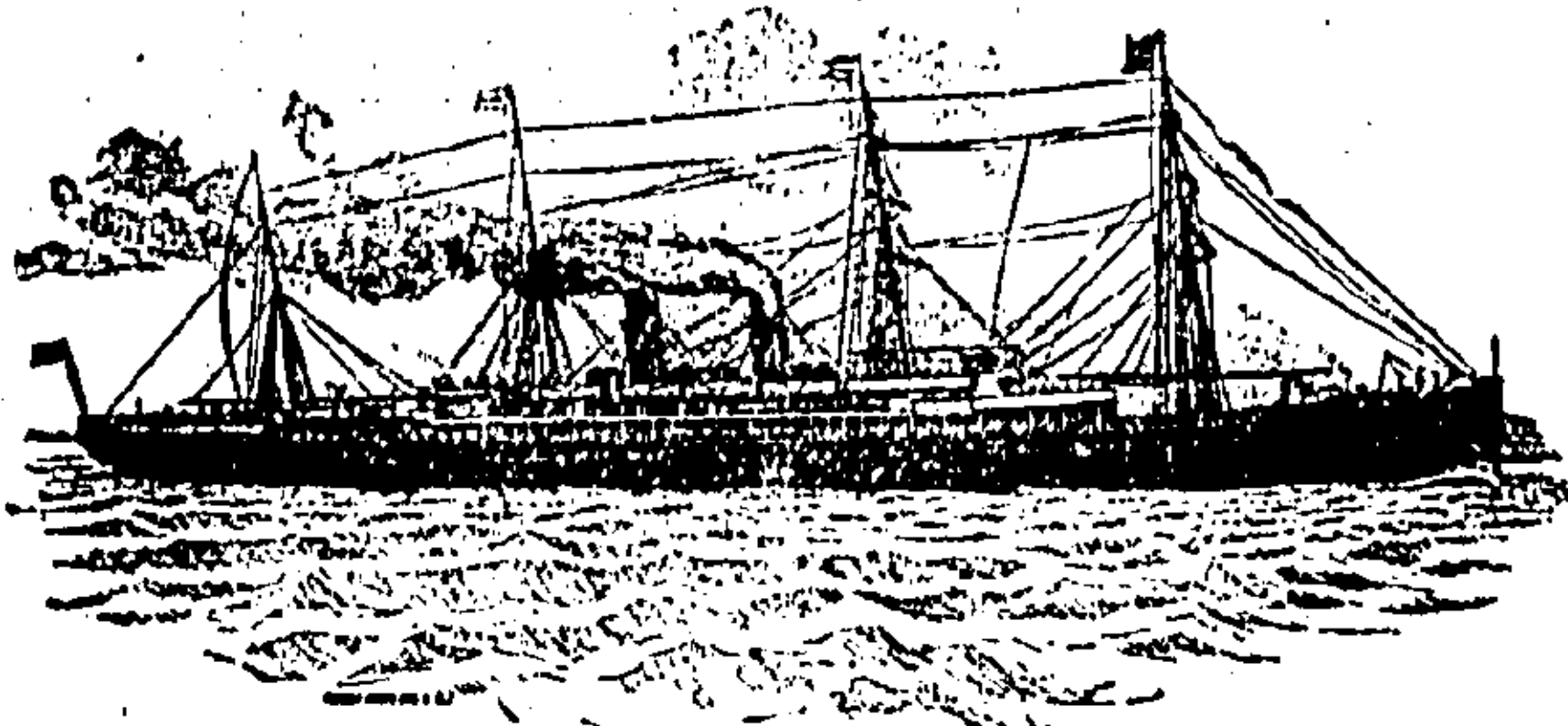
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	THURSDAY, 12th May, at Noon.
"KOREA"	11,276 "	WEDNESDAY, 25th May, at Daylight.
"GABRIEL"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	4,205 "	THURSDAY, 16th June, at Noon.
"CHINA"	5,060 "	TUESDAY, 28th June, at Noon.
"DOBIC"	4,784 "	SATURDAY, 9th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902: 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

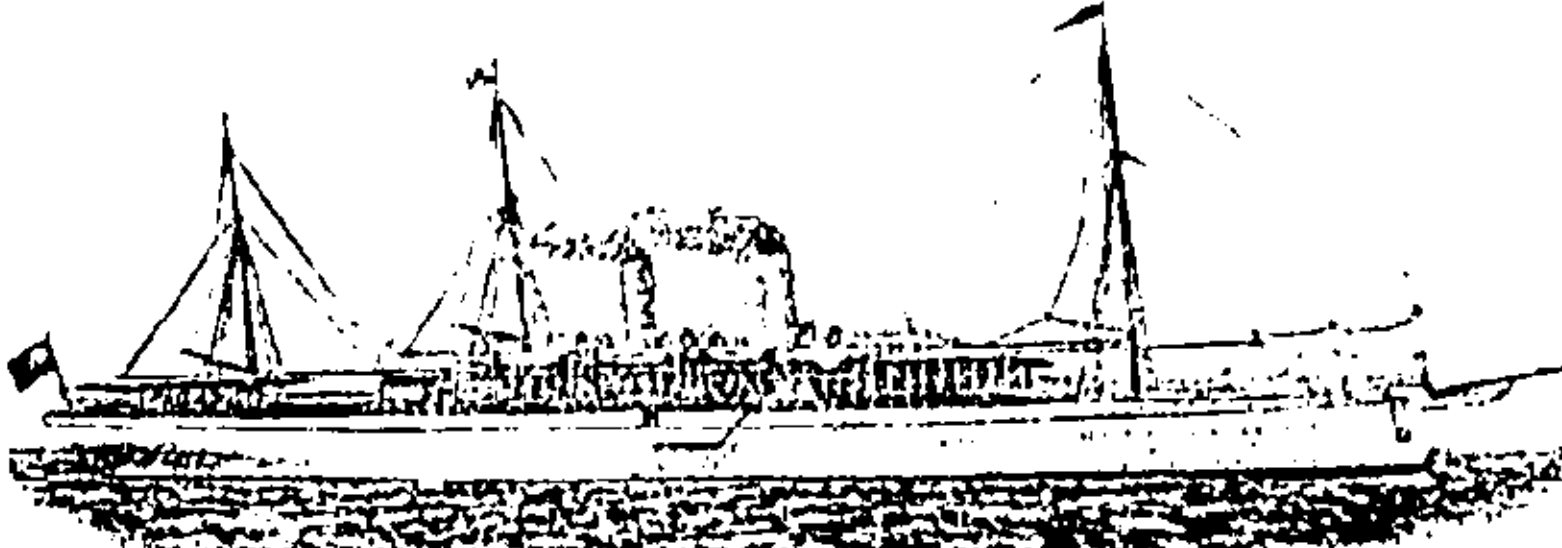
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agents of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 16th April, 1904.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.
"TARTAR"	4,425 "	SATURDAY, 21st May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 1st June.

Hongkong to London, 1st Class, £42. St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate or Steamer, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, 9, Pedder's Street.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	25th April. Freight.
ARTEMISIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	12th May. Freight.
MARBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	17th May. Freight.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	31st May. Freight and Passengers.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	14th June. Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	28th June. Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 19th April, 1904.

GO TO THE KOWLOON HOTEL, KOWLOON. J. W. OSBORNE, Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	1,363 tons	Captain R. D. Thomas.
"POWAN"	1,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	1,250 "	W. A. Valentine.
"HANKOW"	1,073 "	C. V. Lloyd.
"KINSHAN"	1,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M. Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 2nd April, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

ORIENTAL.

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40 PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rottan, Joliet, Vireux, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a short time, often less than twenty minutes, remarkably efficacious remedy for the treatment of all the diseases of the urinary system, of which disease is the most common and the most serious. In dyspepsia, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a purgative for the blood, scurvy, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, etc., to the destruction of the system, and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is a powerful and efficacious remedy for the treatment of all the diseases of the urinary system, of which disease is the most common and the most serious. In dyspepsia, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 4 is a powerful and efficacious remedy for the treatment of all the diseases of the urinary system, of which disease is the most common and the most serious. In dyspepsia, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 5 is a powerful and efficacious remedy for the treatment of all the diseases of the urinary system, of which disease is the most common and the most serious. In dyspepsia, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 6 is a powerful and efficacious remedy for the treatment of all the diseases of the urinary system, of which disease is the most common and the most serious. In dyspepsia, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 7 is a powerful and efficacious remedy for the treatment of all the diseases of the urinary system, of which disease is the most common and the most serious. In dyspepsia, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 8 is a powerful and efficacious remedy for the treatment of all the diseases of the urinary system, of which disease is the most common and the most serious. In dyspepsia, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 9 is a powerful and efficacious remedy for the treatment of all the diseases of the urinary system, of which disease is the most common and the most serious. In dyspepsia, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 10 is a powerful and efficacious remedy for the treatment of all the diseases of the urinary system, of which disease is the most common and the most serious. In dyspepsia, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING OF MEMBERS OF THE Hongkong General Chamber of Commerce, will be held on WEDNESDAY, the 27th April, 1904, at 3.30 P.M., at the Chamber Room, City Hall, for the purpose of receiving the Committee's Report and Accounts for the year ended 31st December, 1903, electing the Committee for the ensuing year and transacting general business.

By Order,

A. R. LOWE, Secretary.

Hongkong, 18th April, 1904.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such building within the CENTRAL DIVISION OF THE CITY OF VICTORIA and the WESTERN DIVISION OF KOWLOON occupied by members of more than one family must be CLEANSED and LIMEWASHED by the owner during the months of March and April, and further TAKE NOTICE that

"Notice that such Cleansing and Limewashing HAS BEEN COMPLETED shall be sent to the Secretary of the Board within Three Days AFTER date of completion."

N.B.—The Central Division of the City is bounded on the East by Gilman Street and Peel Street and on the West by Tank Lane and Cleverly Street.

By Order,

G. A. WOODCOCK, Secretary.

Sanitary Board Office, Hongkong, 28th March, 1904.

THE AMERICAN SYSTEM

OF DENTISTRY.

DE. A. H. CHAM

20, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 28th September, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY PER CENT. upon contributions for the year 1903 has been declared.

WARRANTS will be issued on the 4th May.

By Order of the Board,

C. MONTAGUE EDE, Acting Secretary.

Hongkong, 14th April, 1904.

[512]

SAVARESSE'S SANDAL CAPSULES. Not made of Guttapercha, most efficacious, because absolutely pure English Oil. Full directions. All Chemists. Inset on Savarasse's's.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

[E]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[1]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

ICE-HOUSE ROAD.

[S now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East,

GROUPS and VIEWS

a speciality.

Hongkong, 15th September, 1903.

[65]

"Sanitas"

Unequalled

Purifying Agent

AND IS

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is non-poisonous, all-destroying, and for

general or personal use, is thoroughly effective.

It completely disinfects the house in which

it is used, and disinfects internally prevents

Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

is the best air purifier known, and purifier

antiseptic and deodorant, than carbolic acid,

besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the medical

faculty for use in hot climates, because of its

fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles

supply the same, and most convenient means

of sulphur fumigation. For the disinfection

of infected places, bedding, clothing, etc.,

they are both efficacious and economical.

Destroy all insects.

THE "SANITAS" CO. LTD.

BETHNAL GREEN, LONDON, E.

</

Entertainment.

THEATRE ROYAL.

GRAND ORCHESTRAL CONCERT,

BY THE
BAND OF S.M.S. "HANSA,"
(By Permission of Rear-Admiral VON HOLTZENDORFF).

FRIDAY, 22nd April, at 9 P.M. sharp.

A SPECIALLY FINE PROGRAMME WILL BE PRESENTED.

Prices...\$2 Dress Circle and Stalls. \$1 Pit.

PLAN AT ROBINSON PIANO Co., Ltd.

Hongkong, 19th April, 1904.

[525]

Intimations.

DIABETIC

Patients will hear of something to their advantage, by writing to the Diabetic Institute, St. Dunstan's Hill, London, E.C.

NOTHING TO PAY.

[474]

BUSINESS TRAINING COLLEGE.
NEAR G. P. O., HONGKONG.

ENGLISH, CHINESE, JAPANESE, FRENCH, RUSSIAN, PORTUGUESE as used at Macao, all INDIAN TONGUES, and other Languages.

Translations made for the Public.

Typewriting taught on the blind touch system.

Shorthand; "Up-to-date" or Pitman's system taught.

Typewriting Copies made for the Public.

NOTE:—On and after the 1st of May next the Fees for the "Up-to-date" Shorthand will be considerably increased.

A Branch Studio will be opened at CANTON in a few days.

For Postal Lessons, etc.; Circulars, Post Free.

Hongkong, 16th April, 1904.

[517]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th Mar., 1904.

[51]

To be Let.

TO LET.

ONE OFFICE ROOM on second floor, Prince's Buildings.

Apply to—

REUTER, BROCKELMANN & Co.

Hongkong, 6th April, 1904.

[479]

TO LET.

MEIRION, Nos. 1 and 2.

BOWRING VILLAS, No. 2.

Apply—

HUGHES & HOUGH,

8, Des Voeux Road.

Hongkong, 2nd April, 1904.

[463]

TO LET.

A HOUSE in KNOTSFORD TERRACE, No. 3, CANTON VILLAS.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th April, 1904.

[488]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 16th March, 1904.

[435]

TO LET.

A SMALL OFFICE, in Central of DES VOEUX ROAD.

Apply to—

"B. C."

C/o Hongkong Telegraph.

Hongkong, 15th March, 1904.

[579]

TO LET.

NO. 4, BARROW TERRACE, KOWLOON. Available 1st March.

Apply to—

THE SAM WANG CO., LD.

Hongkong, 9th February, 1904.

[511]

Intimation.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOLE'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it.

Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

8

THE ATHLETIC JAPANESE.

In their enthusiastic love for athletics and out-of-door sport the Japanese stand foremost in the Oriental world. Their admiration for physical prowess and achievement is intense, and no Western champion or Spanish bull-baiter is ever accorded such genuine homage as falls to the lot of a successful wrestler, a finished archer, swordsman or jujutsuist in the Mikado's Empire. Through many generations the people have transmitted and fostered these sentiments, and that they have exercised a potent and winning influence over the nation's destiny a glance at the records of its ancient and modern wars will show.

The history of Japanese sport dates from remote times; during the reign of Emperor Suinin, as far back as B. C. 23, a man known as Kehaya (the quick-kicker) became famous for extraordinary strength and for marvellous physical feats.

From the eighth to the seventeenth century the idea was noticeably dominant, athletics being scientifically studied and practised because of their importance in a military sense. The Japanese of the Middle Ages warred almost from the cradle to the grave, and as their battles with the Koreans and the Tartars were generally fought at close quarters, the victory frequently fell to those most skilled in wrestling and in feats of arms. To such a high plane did athletics rise that disputants for the throne at times settled their quarrels and claims by recourse to individual physical prowess.

With the inauguration of the first Shogunate in 1185, fencing as a preparatory course in swordsmanship (Kenjutsu) received imperial investigation, and it became as much a part of a samurai's military knowledge as archery (Kujutsu) and spearmanship (sojutsu). These samurai retainers of the great daimos were likewise skilled in that subtle physico-ethical system known as jujutsu, or the art of fighting without weapons. To these doughty warriors is traceable the intense national love for the sword and pride in the native swordsmen, than whom none more expert can be found.

When archery and wrestling became professions, and fakirs and mountebanks tried their hands at them, the proud samurai of the eighteenth century fostered their military instinct training by a devotion to fencing, of which five different systems are at present taught, each system, or school, taking its name from its founder.

As additional evidence that the love for physical exercise on the part of the modern Japanese is due to inheritance rather than to climate, winter of Northern China is many degrees colder than that of the island of Dai Nippon, yet one might never see the first-named country participate in any athletic sport. The provinces of Manchuria and Chihli possess a superb winter climate, quite Canadian in its clear skies and fine frosty days, yet the Chinese are sluggish polar bears compared to the nimble, fox-worshipping Japanese.

Beneath the glue-colored blubber of a well-fed Pekinese skin the almost boundless energy of a Swiss climber is stored, but it never intentionally expends itself in unrequited effort. The Trimetrical Classic—the primer of the Chinese school—teaches that play is unprofitable, therefore Wong Fat, swathed in dignity, conceals and long finger-nails, prefers to sit tight within doors during the rare winter days, while Matsudo, the Japanese wojin (dwarf), delights to step the aerial wire, climb the lithe bamboo or to fence in sweating frenzy the pride of some Shogun clan.

Though as a nation the Chinese are physically strong, in character and teaching they are so radically opposed to athletics that one might travel far and wide across this empire without witnessing a single athletic exhibition. On the other hand, fakirs and jugglers abound; men who loaf about the inns and hotels, watching for a chance to sit on their humpers, before a crowd and to draw mice from their ears, yellow-painted, canary-looking sparrows

from their sleeves, or to thrust wickedly sharp swords to the hilt down their throats.

In a Japanese town one cannot walk far without being confronted by athletics in one form or other. In the streets you can rarely escape the painted and gaudily dressed tots who turn baby hand springs, execute somersaults and do other infantile stunts in a wheedling effort to secure the "hairy foreigner's" wealth. A Japanese matsuri were not the fair it purports without the bespangled tightrope performer, the bamboo-ladder climbing youngsters, the wrestlers, tumblers, spearsmen or fencers.

So deeply rooted is the native love for the strenuous life that the national sports of other hands have been tried in Japan. The Mikado, with many of the imperial family, attends the annual spring races in Yokohama; but nothing in the line of imported sports so appeals to the Japanese as cycling and baseball. Cycling clubs are scattered all over the empire, thousands of American bicycles spin across the island and the foreigners experience difficulty in keeping even a few of the records and trophies out of native hands.—Sport and Gossip.

(To be Continued.)

WHERE NOISE IS KING.

WHAT A BOILERMAKER ENDURES.

No human being endures so much in the way of deafening, ear-shattering noise as a Boilermaker. The whole place in which he works is filled with thunderous sound as of artillery-firing. Along its huge length fat boilers lie in stocks like giant iron canoes in process of building; while men, whose skins glisten in the light and heat, rush about with piners holding red-hot rivets, which they thrust through the plates to have their protruding noses flattened by heavy hammers. Over everything the fierce light of the braziers makes weird shadows on the heaving muscles of workers.

A hard, wearing life it is and a little thing impairs a boilermaker's efficiency. As Mr. Thomas Houghton, a Birmingham boilermaker, recently said to a newspaper interviewer, even deranged digestion may incapacitate one. Mr. Houghton, some time ago, was compelled to give up his work, but he cured himself by Dr. Williams' pink pills. Mr. Houghton, who lives at 66 Culbert-road, Winsor Green, Birmingham, England, said:

"I was a victim of wind and indigestion for a long time, and was frequently attacked by spasms, which were so painful that I was afraid to stoop at my work in case they should come on.

"At home, after meals, I had often to walk about the house to disperse them. There was a pain in my chest which completely took my breath away at times. Of course, it hampered me very much at the works, and I was afraid to take my food.

"Then my wife, who had suffered terribly with indigestion, prevailed upon me to get her a bottle of Dr. Williams' pink pills for pale people, and after taking them for some time her improvement was so marked that I began to take the pills myself, with the result that, like her, I felt speedy relief. After taking about two bottles I was completely cured.

"I can't speak too highly of the merits of this medicine. I have a capital appetite now, and can go about my work with pleasure. In fact, to-day I have been carpentering, for amusement, which would have been impossible a short time ago."

MAN AND WIFE.

THE STORY OF A HAPPY FAIR.

Mrs. Houghton, wife of the hero of the remarkable story related in this issue under the title "Where Noise is King," had a story to tell not less remarkable than that of her husband. "About six months ago," she explained to a press representative, "I began to be troubled with dyspepsia. I thought little of it at first, and went on with my work as usual, thinking it would soon go away. However, I was mistaken, for it developed to a terrible degree. I had a heavy feeling in my chest and severe palpitation of the heart. Sometimes my heart was so bad that I had



MR. AND MRS. HOUGHTON.

(From Photographs.)

to lean forward for a long time to stop it. The giddiness in my head also became so serious that I was eventually too timid to go out. I was afraid of falling against tramcars or into shop windows, and even on a broad pavement I swayed helplessly from one side to the other. I had a gnawing and burning sensation in the stomach as if I had eaten fire. Many a time I never touched food for a day; even tea made me ill. At length I began to think that I should have to give up.

"At length I was attracted by an article in a Birmingham paper on the subject of the remarkable cures wrought by Dr. Williams' pink pills for pale people. I persuaded my husband to let me give them a trial, and he obtained two bottles. I had become so bad that I had to beat myself in order to get my breath, and it was misery to be about, and still worse to lie in bed. At the end of the second bottle I noticed a distinct improvement. I took five bottles altogether, and I am now in excellent health and can enjoy my food."

Intimation.

The ROBINSON PIANO Co., Ltd.



Hongkong, Shanghai, and Singapore.

Hongkong, 29th March, 1904.

[39]

Neither Mr. nor Mrs. Houghton raised any objection to the proposal that the interview should be given every publicity.

Men as well as women benefit by the new blood and new strength which Dr. Williams' pink pills are able to give. But it is only the genuine pills which have the virtue.

If Mr. and Mrs. Houghton had used an imitation or substitute they would be suffering still. It is the genuine pills bearing Dr. Williams' name (and to be obtained post free for two and ninepence from Dr. Williams' Medicine Company, Holborn-viaduct, London, if readers have any difficulty in purchasing the genuine at shops) which have cured so many cases of anaemia, bile, consumption, fits, gout, indigestion, kidney disease, paralysis, locomotor ataxy, St. Vitus' dance, and the frequent ailments of ladies. Substitutes cure nothing.

[31]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

ON

WEDNESDAY,

the 27th April, 1904, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's, Kowloon,

A QUANTITY OF

DAMAGED CARGO,

EX S.S. "GLEN TURRIT."

TERMS:—As usual.

For full particulars, apply to

HUGHES & HOUGH,

Auctioneers.

Hongkong, 15th April, 1904.

[514]

For Sale.

FOR SALE.

SECOND-HAND MARINE BOILER, Diameter 10 ft., Length 10 ft., immediate delivery.

Apply—

G. FENWICK & CO., LTD.,

13, Praya East.

Hongkong, 12th April, 1904.

[490]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25½ lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 15th August, 1903.

[10]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

[54]

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

OHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

Hongkong, 2nd April, 1904.

[51]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation, Unrivalled Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

[104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Francoul, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European \$8.00

Second Class European 3.00

First Class Chinese 1.50

Second Class Chinese80

Deck30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 23rd March, 1904.

[222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309...J. P. MARTIN.

"KWONG TUNG".....1,238...H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West,

Hongkong, 17th February, 1904.

[11]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, SALINA CRUZ, MEXICO, AND PORTLAND (OREGON).

THE Steamship

"CLAVERING,"

Captain Barton, will be despatched for the above Ports, on SATURDAY, the 23rd instant, at 4 P.M.

For Freight, apply at the Company's Offices, No. 20, Des Voeux Road.

J. S. VAN BUREN,

Superintendent.

Hongkong, 16th April, 1904.

[425]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG:

1904. About

"SHIMOSA" Early May.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 4th April, 1904.

[504]

Intimations.

WATSON'S
TOILET PREPARATIONS

WATSON'S GLYCERINE AND CAR-

BOLIO SOAPS effect a saving of 50%,

owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

WATSON'S TAI YEUK FONG HAIR

WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTIFRICE.

PRICE. In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

THE PHARMACY,
FLETCHER & Co.,* 房藥 14, QUEEN'S ROAD CENTRAL, 法中
Hongkong.FOR DIARRHŒA, CHOLERA
AND
BOWEL COMPLAINTS SUFFERERS

should procure a Bottle of
GRIMAULT'S BISMUTH CREAM.

Two Doses invariably check the most
severe cases and give immediate relief from
pain.

PRICE PER BOTTLE \$2.75.

A. STEVENSON,
Chemist,
Registered by the Pharmaceutical Society.

Hongkong, 19th April, 1904.

NOTICES

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of
the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

MARRIAGE.

On the 11th April, at the St. Joseph's Church,
by the Rev. Father Lorando, S.J., CHARLES
JEDLIČKA of Reichenberg (Bohemia) to EMMA
VAN DER STEEN of Shanghai.

DEATHS.

Accidentally, at Quarry Bay, on the 19th
April, 1904, DAVID CURRIE, late of Greenock,
Scotland, aged 35 years. Deeply regretted.
Scotch papers please copy. [327]
At Iskander 'Fall, Johore, in his 83rd year,
DATO JAMUS MELDRUM, S.M.J.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 19, 1904.

LOCAL AND GENERAL.

THE Portuguese battleship *Vasco da Gama*
arrived from Macao this morning. The usual
salutes were fired.

A YOUNG Japanese who had been plucked for
the entrance examination at a school in Tokio
threw himself into the crater of Asamayama on
the 6th.

THE Chinese Government contemplates be-
stowing double dragon decorations on the
Foreign Ministers in Peking on the occasion
of the 70th Birthday.

THE troopship *Dilworth*, which was in Hong-
kong shortly before the outbreak of war in the
north, has embarked at Queenstown the 3rd
Battalion King's Royal Rifles for Bermuda.

Mr. T. Sercombe Smith, the President of the
Hongkong Cricket League, will present the
shield and medals to the A. O. C. team on the
cricket ground to-morrow after the tennis
match between the L. R. C. and the H. K. C. C.

THE American schooner *El Dorado* which has
been ashore close to the Tungsha Lightship for
some time past was successfully floated on the
11th inst., and towed up to Shanghai by one of
the Shanghai Tug and Lighter Co.'s towboats.

A TELEGRAM from Tiflis, received at St.
Petersburg, states that Alaudaurch, the Gover-
nor-General of Fars, has been dismissed for
not going on board Lord Curzon's ship on the
occasion of the Viceroy's visit to the Persian
Gulf.

THE presence of Professor Jenks in K'ai-fengfu
has given rise to the rumour that a foreign
governor has been appointed for the province,
who is accompanied by 3,000 foreign soldiers,
and very soon all officials in the province are
to be foreigners.

SIR Frederick and Lady Treves, with Miss
Treves, were staying last week at the Yaumi
Hotel at Kyoto. They have enjoyed the hospi-
tality of the Medical College of Kyoto
University, when the distinguished surgeon
and his wife and daughter were the guests of
thirty physicians at a Japanese restaurant.

MR. Warwick Peale has pleasure to announce
that Miss Vanstone a six weeks' pupil in the
"Up-to-date" shorthand and blind touch sys-
tem of typewriting, has accepted a lucrative
position with the New York Life Assurance
Co. at Canton as an amanuensis in both arts.
—Contributed.

OWING to the inadequate income of the Post
Office, Sir Robert Hart has applied to the
Board of Revenue for an annual sum of Tls.
360,000 to defray the expenses of the Post
Office, and, after three years, is calculated
that this grant can be discontinued, etc.
The matter, however, has not yet been settled.

It is expected that Lord Grenfell will succeed
the Duke of Connaught in the Irish Command.
The present chief of the London District has
been a frequent visitor in the House of Com-
mons lobby of late. The appointment is worth
close on £1,000 a year, not to mention the
dignity and the position it carries in society.

DR. Doyen, the eminent French Surgeon, has
made a communication to the Academy of
Sciences on a method of cancer treatment
based on the injection of a poison derived from
the microbe known as "micrococcus neoformans"
which renders the patient immune. Its
action is similar to that of tuberculin on con-
sumptive subjects. Dr. Doyen declares that
out of forty-seven cases treated in this manner,
he has obtained twenty-one cures.

THE general tax in Kwangsi, states the
Universal Gazette, has caused general discon-
tent and disturbance. Of late the people
gathered themselves together ostensibly to
destroy the Governor's Yamen, and spite of
efforts put forth, their fury could not be checked.
Under such circumstances, Governor Ko
barely escaped with his life from his Yamen.
The Provincial Treasurer came out of his
Yamen and tried to maintain order, for which
trouble he was rewarded on the head. This
news, however, is doubted.

THE U. S. transport *Seward* was to have left
Manila on Saturday for Hongkong to be re-
paired. The *Buford* relieves her.

THE following is the return of visitors to the
City Hall Library and Museum for the week
ending 17th April, 1904:—

	Library	Museum
Non-Chinese	221	89
Chinese	78	1,532
Total	299	1,621

THE Straits Brewery, Limited, is in process of
formation in Singapore, and should, the *Straits*
Times says, very soon be in working order.
The Company has been projected primarily for
the brewing of Pilsener and Lager beer, which
it is believed opens up a large field for the
successful employment of capital with good
returns. The co-operation of the Spirit Farmers
has been secured, and the Government, which
was also approached on the subject has made
no objection to the proposed industry. It is
proposed that the share capital shall be £200,000,
divided into 2,000 shares of £100 each. A
working capital of \$3,000 would be required.

YESTERDAY morning a young Chinaman ar-
rived in Hongkong from Canton to look for
work. He had a friend in this colony, and he
went to his house where he was hospitably
received, and given a bed for the night. This
morning, when the host went out to make early
purchases, he left his guest sitting on a box
at the side of the bed. He was only a short
time away, but on his return he found the
man and his bundle had disappeared, so had
some clothing and a sum of money from the
box. On discovering his loss the man rushed
out and raised a hue and cry, and the police,
being informed, soon ran the man to earth
near the market. He was placed before Mr.
Comperz this morning, at the Police Court,
when he coolly said in his defence that he had
merely "borrowed" the things. Asked by the
magistrate what he wanted to borrow so much
money, when he had no work to enable him
to repay it, he said he wanted to purchase
enough rice to last him for a long time. He
was sent to gaol for one month's hard labour,
and ordered to be exposed for six hours in the
stocks.

THE NEW AMOY DOCK CO., LD.

The following is the account of the New
Amoy Dock Company, Limited.—
WORKING ACCOUNT.
31st Dec, 1903.

To Salaries—Amount paid during the year	\$ 12,350.00
„ Charges.—	
General charges and expenses during the year	\$1,768.05
Auditors' fees	200.00
„ Ground Rents—Amount paid during the year	39.80
„ Property Repairs—Sundry repairs to property	1,768.70
„ Interest Account—Balance of this account	4,654.29
„ Balance—Being profit in the working of the year	1,403.89
	\$ 31,119.73

By Earnings—Net earnings at the dock during the year \$ 31,169.73 |

STATEMENT OF ASSETS AND LIABILITIES
31st Dec, 1903.

To Amoy Dock.—	
Value of premises and pumping machinery as per last statement	\$30,283.18
Plus—Additions during the year	4,588.50
	\$ 34,871.68
„ Plant and Machinery—	
Value as per last statement	\$2,156.29
Plus—Additions during the year	15,361.94
	\$ 17,518.23
„ Concession Lot No. 9.—Value as per last statement	1,066.22
„ Materials—Value of stock in hand as per inventory	68,618.55
„ Cash—In hand	43.21
„ Sundry Debtors—Sundry bills not yet collected	62,916.57
	\$ 235,204.46

By Capital.—6,000 shares of \$675 each fully paid up	\$ 4,050,000.00
„ Reserve Fund	55,500.00
„ Sundry Creditors—Sundry not yet paid	16,038.88
„ Hongkong & Shanghai Banking Corporation	109,169.95
„ Profit & Loss—Balance per last report	\$4,548.74
Less—Bonus to staff	897.00
	3,651.74
Plus—Gain in the working of 1903	10,403.89
	\$ 4,235,204.46

E. & O. E.
Amoy, 31st December, 1903.
B. HANFEL,
General Manager.

We have examined the books of the company and compared them with the vouchers, and hereby certify that the same are correct and that the above statements are true abstracts therefrom.

THE PEAK RESERVATION.

At a meeting of the Legislative Council this afternoon the second reading of the ordinance for the reservation of a residential area in the Hill district was passed, after a lengthy discussion.

FATAL ACCIDENT

AT QUARRY BAY REFINERY.

About nine o'clock this morning Mr. David Currie fell from a winnow on the eighth floor of one of the buildings at the Quarry Bay sugar refinery, and was picked up dead. Deceased who had been in Hongkong for about thirteen years went home to Greenock for a holiday last summer and returned with his wife and infant child several months ago, leaving three other children at school in Scotland. The funeral, to which all friends are invited, will pass the monument at 5 p.m. to-morrow.

MYSTERIOUS DEATH IN THE HARBOUR.

On Sunday evening, at roll-call, it was discovered that Indian constable, No. 669, was not present to answer to his name, and inquiries elicited the fact that he was absent from his quarters, to which he had not returned that night. Yesterday afternoon his body was found floating in the harbour, and was taken ashore by the Water Police and removed to the mortuary. The case was then investigated, when it was found that the deceased had gone to Kennedy Town on Sunday afternoon to visit some watchmen who were employed there, and among whom was his brother. He stayed there for some time, chatting with them, and left, accompanied by his brother at 6.30 p.m. The brother went as far as the end of Queen's Road, West, where he left deceased and returned to Kennedy Town, after seeing the latter start off in a ricksha in the direction of the Central Station. The deceased could not be traced further, and was not seen again until his body was found floating in the harbour. There were no marks of violence of any sort on the corpse, and it is believed that the deceased, after leaving the ricksha must have gone into some native grog-shop, and, after indulging freely in intoxicating liquor, wandered down to the harbour, and there fell. Foul play is not suspected.

THE HEALTH OF HONGKONG.

Since the beginning of the year there have been fourteen fatal cases of plague, the return of the number of cases of communicable diseases notified as having occurred during the week ended 16th inst., showing that there were three deaths from this disease in that period. Two European cases of enteric fever were also notified together with five of small-pox, one of which was imported, while two terminated fatally.

HONGKONG CRIMINAL SESSIONS.

The April Sessions were continued to-day before the Chief Justice, Sir W. M. Goodman.

ALLEGED LARCENY.

The first case to be called was Rex v. Wong Kai, prisoner being accused of larceny and of receiving stolen property. The accused pleaded not guilty, and the following jury was called and sworn:—Messrs. K. C. H. Newman, J. Lysaght, M. Steger, D. K. Moss, T. C. Downing, E. J. Judah, and G. Pickering.

As no evidence was offered, the witnesses for the prosecution failing to put in an appearance, the case was consequently dismissed, and the prisoner discharged.

DISCHARGED.

The case against Sund A Sing, of committing a certain offence was not prosecuted, the Attorney General considering that the evidence offered was insufficient. Acting on instructions the jury returned a verdict of not guilty.

UTTERING A FORGERY.

Ip Lung was charged on indictment with uttering a forgery and obtaining goods under false pretences. The offence was committed on the 4th April, accused going to the rice shop, Yee Fung, 32 Winglok Street, with an order purporting to come from the Fong Yau Lung hong for seven piculs of rice. The goods were supplied, and prisoner placed them in his boat. On a bill being forwarded to the firm of Fong Yau Lung, they declared they knew nothing about it. The people from the Yee Fung shop being alarmed, then went down to the prisoner's boat and recovered the rice, and accused was discovered on the Canton steamer, hiding in the crew's quarters. The defence of the prisoner was that he did not know that the document was a forgery.

Evidence was led, and without tiring, the jury found a verdict of guilty. His Lordship passed sentence of eighteen months with hard labour.

ARSON.

Leung Pan Nam and Sin Man Wan, having wilfully committed arson on the ground floor at No. 45, Gough Street. Both prisoners pleaded not guilty.

Mr. E. H. Sharp, K.C., appeared for the Attorney General and, in opening the case, remarked that several persons were sleeping in the building when the attempt was made. The business was quiet, and the first insurance policy was taken out on the 11th February last. On the 11th March another policy was taken out, and on the following day a third was entered into. Besides this, also on the 11th March, the proprietor of the shop took out another policy on his clothing and personal effects. The total insurance was for \$4,000, of \$11,500. A few days before the fire took place, the proprietor of the shop disappeared, and has not since been heard of. The two prisoners were left in charge of the premises. Evidence was taken, several witnesses being called, and the case was adjourned to the 20th inst. for the trial of the case. The case was adjourned to the 20th inst. for the trial of the case.

REGULATIONS FOR THE
REGISTRATION OF
TRADE MARKS.

PROPOSED BY SIR ROBERT HART,
INSPECTOR GENERAL
OF CUSTOMS.

1.—Registration bureaux will be established, one for the northern and one for the southern portion of China, and commissioners of customs will be employed as registration officers. Merchants who desire to register may either report in person, or may make application through the commissioner of customs at the port where they reside.

2.—(a) Trade marks of foreign merchants registered in a foreign country shall be known as foreign trade marks. (b) Marks of foreign merchants, which have not been registered in a foreign country, but which are designed for special use on goods imported from abroad or on goods dealt in in China, shall be known as special trade marks. (c) Marks registered by Chinese merchants shall be known as Chinese trade marks.

3.—Foreign merchants having trade marks which have already been registered in a foreign country must present for inspection a certificate to that effect, which for its validity must be signed and sealed by the official having charge of such matters. If the rights shall have been granted for a term of years only, on the expiration of that term they shall be cancelled in China as well. If renewed registration be allowed in the foreign country, the same privilege shall be granted here.

4.—Applications from foreign merchants for registration of a trade mark which has not been registered in a foreign country must be accompanied by a statement, to the effect that the said trade mark has not been used by any other merchant, which statement must be attested by the signature and seal of the consul of the applicant's nationality. The right to such trade mark shall be limited to a term of twenty years. Whether it may be extended afterwards or not shall be decided when application for such extension is made.

5.—Chinese merchants applying for the registration of trade marks must also state in their applications that such trade marks have not been used by others and their right to the use of the said marks will also be limited to a period of twenty years, any renewal of such rights after the expiration of the said period to be determined when application for renewal is made.

6.—All applicants for the registration of special trade marks or Chinese trade marks must publish accurate descriptions of such marks accompanied by a notice to the public setting forth all circumstances relating to the matter, as well as present to the registration bureau evidence of their right to use such marks. Should any objections be filed to the registration it will not be granted; otherwise a certificate of registration will be granted in not less than six months after application.

7.—All applications for the registration of a trade mark must be accompanied by three copies of the design of such mark, and must state clearly upon what sort of goods it is to be used; how it is to be applied, whether by dyeing, printing, weaving or carving, and whether it is to be used upon the goods themselves or upon the wrappers, as well as the name of the firm, company, or individual to whom it belongs. These details must be carefully written out on blank forms which will be supplied by the bureau.

8.—Should the design of a special trade mark and that of a Chinese trade mark prove to be identical and so likely to give rise to the practice of fraud, registration may be refused; or, should the design be one already in use (by others) before the establishment of the bureau of registration, or be one reserved for the use of the Government, registration may be refused. If, after a trade mark shall have been registered, the goods upon which it shall be used shall deteriorate in quality, the bureau may cancel the registration.

9.—Should a trade mark having foreign registration be sold, a certificate to that effect must be presented, signed and sealed both by the registration officer of the country of original ownership, and by the consul of the same nationality. Special trade marks and Chinese trade marks may also be sold, and in such cases the original owner or his agent must request registration of the sale should the owner be a company or a partnership concern, a meeting must first be held to authorise the sale before it can be allowed.

10.—When a trade mark shall have been registered, a certificate to that effect shall be issued, and an advertisement inserted in the newspapers, as well as an entry of the facts made in the trade register.

11.—No one who shall visit the bureau to examine the register shall be allowed to make a copy of a trade mark.

12.—Should any imitation of a trade mark be made and used, a suit may be brought in the case of a foreign merchant before his consul, and if the defendant shall be a Chinese merchant the Chinese official having jurisdiction shall try the case in conjunction with the commissioner of customs.

Fees shall be charged as follows:—

For certificate granted to a foreign trade mark 10 || Each application for registration of a special trade mark or a Chinese trade mark | 2.10 |
For certificate of such registration	20
For registering sale of trade mark	10
For renewal of registration on expiration of period for which it was granted	10
For every duplicate certificate	5
For every inspection of the register	5
For filing any appeal or infringement	10
All amounts expended for advertisements in the newspapers must be refunded to the applicant.	

E L E G R A M S .

(Routes.)

London, 17th April.

The Near East.

Turkey is sending troops to Metroviza Albania, in response to an Austrian concentration on the frontier. Greek bands are active in Macedonia; one band attacked and killed 18 Turkish tax-gatherers.

The War.

It is reported in St. Petersburg that two Japanese officers disguised as Lamas have been caught in an endeavour to destroy the bridge over the river Nonni, and brought to Harbin.

CANTON NOTES.

(From Our Own Correspondent.)

Canton, 18th April.

EX-MAGISTRATE POY.

The ex-Nam Hoi Magistrate has been confined in the Pun U Magistrate's office since the arrival of the present Viceroy. During this time he has been relieved of a considerable portion of his wealth, and it is said that he has paid into the Viceroy's treasury over \$500,000. Finding that spending money did not help his case, but that with every payment the squeeze was increased and the prospect of release as remote as ever, Poy refused to make any further contributions to the expenses of the government. So the matter rested for some time. At the end of the last week it was rumoured among the yamens that Poy had made good his escape from prison and found his way safely to Hongkong. Something unusual had occurred and there was considerable stir among the officials. It was said that the Pun U was called upon to produce his prisoner and failed to do so. He was given a certain number of days to find his man and agents were despatched to search Hongkong. Another important prisoner was confined with Poy. This man was one of the examiners at the late examinations. His name is Li. He was accused of having given out the subjects for examination and a number of men profited by his breach of trust. Li has also made large contributions; but failed to secure his liberty, and decided to accompany Poy. If these men are not found the Pun U Magistrate will find himself in an awkward position. It is said that the Governor and the Prefect are also charged with negligence.

THE TELEPHONE.

Canton is becoming a regular net work of wires. The Telephone Company is putting up poles and wires with great rapidity. The whole city will soon be connected by telephone.

SCHOLARS FOR JAPAN AND AMERICA.

Last week examinations were held in the city to select students for abroad. The Viceroy has sent several groups of students abroad, and is now selecting another group. It is not yet decided whether these men will go to the United States or to Japan.

BANGKOK SHIPPING.

There was a falling-off last year in the amount of shipping frequenting the port of Bangkok. This corresponded with the general decrease in the foreign trade. The number of steamers cleared inward was 613, as compared with 722 in 1902, and 576 in 1901. The year shows few features of special interest. The growth of Norwegian shipping experienced a check, but otherwise the general tendency was to emphasise already well-defined characteristics. Of steamers cleared inward last year, 40 per cent were German, as compared with 44 per cent in 1902, and 47 per cent in 1901. Practically 20 per cent are shown to have been under the Norwegian flag, as against 29 per cent in 1902, and 15 per cent in 1901. The British flag remains in the third place, but inclines to become of still less importance. Last year 14.35 per cent of the steamers cleared inward were British as against 14.30 per cent in 1902, and 26 per cent in 1901. Eight per cent of the arrivals steamers flew the Siamese flag, and three per cent the French. The rest came under Dutch, Austrian, and Danish colours. Of the steam tonnage 67 3/5 per cent was German; nearly 17 per cent Norwegian; 11 1/2 per cent British; 1 1/2 per cent Siamese; and 1 4/5 per cent French. As regards the value of the cargoes, 32 per cent of the imports were carried in German bottoms as compared with 54 per cent in 1902, and 58 per cent in 1901; a little over 17 per cent in British bottoms, as compared with nearly 18 per cent in 1902, and 27 per cent in 1901; 13 per cent in Norwegian, as compared with over 22 per cent in 1902, and 10 per cent in 1901; 7 1/2 per cent in Siamese, as compared with a little over 1 per cent in 1902; 1 4/5 per cent in Dutch; and 1 per cent in Austrian. The exports were divided differently. About 61 per cent in value, was despatched in German vessels (51 per cent in 1902, 51 per cent in 1901); a fraction over 22 per cent in Norwegian bottoms (20 per cent in 1902, and 20 per cent in 1901); and over 12 per cent in British (over 13 per cent in 1902, and 13 per cent in 1901). The remaining 3 per cent is divided among the other nationalities in the following order of importance: Danish, Austrian, Siamese, French and Dutch. It is noted that the Norwegian flag is a good deal of what has been lost by the Germans. The number of sailing vessels continues to decrease.

SHIPPING AND MARINE.

American Steamship Co.
Canadian Pacific
American Mail
English Channel
German Lloyd
Holland America
Kaiserliche Deutsche
Kronprinzessin
Norddeutscher Lloyd
P&O
Red Star Line
Siam Shipping Co.
Swedish Matchless
Tatung
Yamato

THE WAR.

THE JAPANESE HOBSON.

CAPTAIN R. ARIMA.

Though much has been written concerning the gallant conduct of Commander Hirose, who lost his life in the second attempt to block the entrance to Port Arthur, small mention has been made in the European press of Captain R. Arima, the brave and capable officer who was in command of the fleet of tramp steamers during both of these expeditions, and whose escape from death was little less than miraculous. Captain Arima's reputation for daring and decision dates back from the war with China. Ten years ago, when the relations between Japan and China were strained to a breaking point, a Cabinet Council, at which H.I.M. the Mikado was present, was held at Hirose. During the discussion which took place a telegram was handed in announcing that the cruiser *Naniwa* had sunk the *Kowshing*, a steamer plying under the British flag. The impression produced by the news contained in cable was so great that, after its perusal, the members of the council remained silently regarding their sovereign for several minutes. The suspense was at last broken by the minister, Marquis Saigo, who said quickly, as if speaking to himself, "Togo is a fool, a great fool." It should be mentioned that Captain Togo (now an Admiral and chief of Japan's fleet before Port Arthur) was then in command of the *Naniwa*, and his navigating officer was Lieutenant R. Arima. It is a matter of history that the act of Captain Togo in sinking the *Naniwa* resulted in China declaring war on the Island Empire. Just before the opening of hostilities with Russia, the Naval authorities in Japan decided on the formation of the united squadron, and appointed Admiral Togo as Commander-in-chief. Requested to choose his chief of the staff this officer went and saw Captain Arima, and addressing him with a smile said:—"You and I have made for ourselves a reputation for recklessness and want of caution. We made it together, well! will you join me again, so that we can serve our country as we did ten years ago." Arima thereupon replied:—"Many thanks to your Excellency for allowing me the honour of serving and perhaps dying under your orders. Our new enemy will be somewhat harder to deal with than our former one, but the glory to us will be greater." Thus it was that Captain Arima became chief of the staff to Admiral Togo with the fleet before Port Arthur. In certain circles in Japan some amount of apprehension was felt, owing to the fact that two officers possessing so great a reputation for recklessness were at the head of the fleet in the Gulf of Petchili, but the course of events has fully justified the choice made by the authorities at Tokio.

Admiral Togo gave Captain Arima command of the tramp squadrons which were on two separate occasions, sent to block the entrance to Port Arthur because he knew that this officer, besides being a daring commander, also possessed sterling qualities as an able navigator and great presence of mind, and also because he desired to confer a favour on the man who had so ably seconded him. In the first attempt he was on board the *Tientsin Maru*, which unfortunately ran aground before reaching the entrance to the port; in the second he commanded the *Chiyo Maru*, which vessel was sunk in a good place. Captain Arima is only 41 years of age and possesses great reputation as a student; He is distinguished, when on shore, for a great disregard for his personal attire, and it is stated by those that know him that, when at home, he would content himself with the most modest costumes and spend large sums on foreign text books and works on naval warfare. This is a striking trait, as the majority of Japanese gentlemen consider it obligatory to lay out a considerable amount of money on their dress. This officer was married eight years ago and, having no children, has adopted a son, a very frequent occurrence in Japan, who is now studying at the Naval college. For his gallantry Captain Arima has been decorated by the Emperor with a high degree in the Order of the Golden Kite.

JAPANESE GALLANTRY.

A STORY OF THE LAST BLOCKING EXPEDITION.

A stirring battle-story comes from Sasebo, telling of the pluck and gallantry of the Commander of the *Yoneyama-maru*, one of the vessels that assisted in the second daring attempt to block the entrance to Port Arthur. Lieutenant-Commander Masaki and Lieutenant Shimada were on the bridge, and just as the *Yoneyama-maru* had reached the entrance to the port, a splinter from one of the Russian shells struck Commander Masaki at the side of the head. Heedless of his wound, the Commander steered his ship on her perilous mission, when suddenly one of the enemy's destroyers made its appearance and sailed across the bows of the *Yoneyama-maru*. Commander Masaki quickly turned his vessel, apparently with the object of running down the destroyer, and although by this means he was further out of the course than he had intended, it was at the same time partially successful. The destroyer comprehending the man's purpose, turned back, and the *Yoneyama-maru* increased her speed and ran straight into the enemy's destroyer, and, having struck her, she sank.

The Commander having been thus delayed somewhat, then set about preparing for the sinking of his ship, upon which the guns from the forts on Golden Hill were already turned. The vessel was almost in position and ready to anchor when Lieutenant Shimada was hit by a shell and fell from the bridge apparently dead. At that time Commander Masaki was unaware of the fate of his confidant, and he gave instructions for the carrying out of the explosion as previously arranged, it being understood that the bluejackets should make for the boats directly it was seen that the fuse was properly ignited. The commands were duly obeyed, but the first explosion was unsuccessful. Meanwhile information was received by the Commander that Lieutenant Shimada had been wounded, it was thought fatally. He proceeded to the upper deck, and at that moment the funnel was struck by a shell and completely shattered. The Commander was also hit again, this time on the shoulder. Still he stuck manfully to his post and cheered the men on to a second attempt at making the explosion. The vessel had by now been hit in several places by the enemy's shells, and all went well with the operations this time. The bluejackets made for the boats as commanded, their gallant chief being the last to leave the vessel. He was about to join the others when he was seen to return; he could not leave the ship in the knowledge that the corpse of his brother officer might be destroyed with it. The explosion might occur at any moment, but the Commander, wounded as he was, retraced his steps and found Lieutenant Shimada lying in a pool of blood, and not dead. The Commander held the Lieutenant by the collar of his coat and as gently and as dexterously as possible placed him in the boat, shouting "It will be all right now, pull away!"

With the assistance of the bluejackets Lieutenant Shimada was laid in the boat, the Commander placing the Lieutenant's head upon his knee. Commander Masaki's left arm was useless, but with his right hand he took an oar and pulled with the others for dear life. Shortly afterwards the *Yoneyama-maru* exploded. The bluejackets then sang lustily one of the Japanese war-songs, apparently forgetting in that moment of elation that their voices would betray their whereabouts, for they were not far from the shore. The searchlights were rapidly pointed upon them, and immediately shot whizzed around the gallant little craft. In a moment the song ceased and the course of the boat was rapidly changed. Having successfully dodged the penetrating rays the crew of the now defunct *Yoneyama-maru* rested on their oars for a while. And then from the darkness went up the strains of the war song again, while the searchlight on shore was pointing in every direction but theirs. Commander Masaki discovered that, besides having sustained other wounds, one of Lieut. Shimada's hands had been completely severed. The Commander tied up the arm as best he could with his provision bag and so stayed the flow of blood. After rowing a considerable distance, to the tune of the song so dear to their hearts, the men of the *Yoneyama-maru* found one of the Japanese torpedo-boats told off to look for them, and were safely taken on board.—*Kobe Chronicle*.

A despatch has been received stating that the Chinese residents at Blagovestchensk, who have been waiting for an opportunity to avenge the massacre of their fellow-countrymen during the Boxer outbreak, have recently effected a junction with the mounted bandits and are getting ready to rise against the Russians.

The *Frankfurter Zeitung* announces that the Russian Government has ordered 3,000 railway cars in Russian-Poland for delivery within the next six months.

A high naval officer at Fiume, Hungary, is reported as saying, that the steel shell furnished for the coast batteries at Port Arthur and Vladivostok have been found too large for the Russian guns there and are unserviceable. This accounts for the poor practice of the guns at the Port Arthur forts and complete silence of those at Vladivostok. The same authority declares that Russia has a very limited supply of coal at Port Arthur and Vladivostok, to which fact the inactivity of the Russian fleet is attributable. The *Kobe Chronicle* is informed, however, on very good authority that this is an error. This officer declares the corruption and maladministration by Russian officials is perfectly incredible. Only two months ago the St. Petersburg authorities discovered they had paid for the construction and maintenance of four lighthouses for five years the foundation stones of which had not even been laid. Fraud is practically universal among the officials, and in no respect more flagrant than in connection with army supplies.

A telegram from Moji reports that about a hundred Tong-hak men, belonging to a society having aims against the established government of Korea, on the 28th ult. took up a position some five miles from Chyung-ho in North Korea, with some hostile intention against the Japanese. Lieutenant Mayeda, with a squad of men, was ordered to disperse the crowd, which was some miles away. The lieutenant succeeded in the work and captured the leader and nineteen men. It was found that the Tong-haks were in possession of new bicycles, and upon making inquiries in the neighbourhood, Lieutenant Mayeda discovered that the prisoners had been in communication with the Russians from whom they received the bicycle. The *Kobe Chronicle* observes that this appears a very improbable story. They were also found to be in possession of insurgent manifestoes.

With regard to the reported application of the British Minister at Seoul for Korean soldiers to protect the foreigners at the gold mine at Usan, it now appears that both the British and American Ministers have asked the Japanese Minister to send a body of troops to the mines, which Mr. Hayashi undertook to do. It is stated that work has now been resumed at the mines, so that it is evident that considerable uncertainty has been felt by the foreigners, about fifty in number, engaged in the place.

The cargo of provisions destined for Port Arthur, which was some weeks ago landed on the *Korea* when that steamer was at Nagasaki in order to avoid being seized by the Japanese as contraband, is reported to have been declared contraband by the Japanese authorities and confiscated. The cargo consists of a hundred thousand cases of salt beef, valued at ¥15,000. The *Kobe Chronicle* thinks there must be some mistake in this report, as the *Korea* left San Francisco before hostilities broke out, and though by international law the Japanese would have the right to purchase the cargo they would not, according to recent practice, have the right to confiscate it.

It is reported that Viceroy Yuan Shi Kai has received instructions from the Government at Peking to select military officers for the purpose of accompanying the forces of Japan and Russia as observers of the war. The Viceroy communicated this desire of the Chinese Government to Admiral Alexieff, when the latter replied that the time had not yet arrived for the acceptance of such a proposal. It is presumed that arrangements have been made with the Japanese authorities for Chinese officers to accompany the forces.

THE LATE COMMANDER HIROSE.

PROPOSAL TO ERECT A STATUE IN MEMORIAM.

The remains of the late Commander Hirose, who met his death just as the blockers were withdrawing from the second blocking expedition to Port Arthur, have arrived at Tokyo. It will be remembered that the officer was carried overboard by a shot from the forts, all that remained of his body on board the retreating boat being a small piece of flesh. This fragment, preserved in a box wrapped in a naval standard and escorted by officers, arrived at Shimbashi on Tuesday morning, together with other relics of the deceased. The remains were received by a large number of people at the Tokyo terminus, and are to be viewed by the Emperor.

The *Fiji Shimp* gives publicity to a suggestion which has been made that a bronze statue of Commander Hirose be erected in a prominent position in Tokyo, the funds for the purpose to be raised by public subscription.

A pathetic incident is related in connection with the close of Commander Hirose's life. Before the blocking ships had arrived at Port Arthur, the Commander went to his cabin and indited a few letters to personal friends on the Russian side, naval and military officers, for it will be remembered he spent several years of his life in St. Petersburg. Among his friends was the Commander of the *Puryak*, and this officer will receive a letter couched in the following terms:—

"I am now on the way to the entrance of Port Arthur with orders to block up the port. This is done by the command of our Emperor. As an individual I have nothing but friendship for you. I hope you are quite well and safe after recent engagements, and hope that some day in the future when there is peace we shall again meet each other."—*Ex.*

HOW TO BLOCK PORT ARTHUR.

CHAT WITH AN EX-RUSSIAN COMMANDER.

Captain Roswell, of the British Merchant Service, has not long returned to England after serving for several years in the Far East under the Russian Government, in command of a British vessel purchased by Russia for purposes of transport, and his duties took him constantly to Port Arthur, to Cheloo, and to Vladivostok. Besides carrying much material for railway construction and for fortification, his vessel was frequently employed in the moving of troops; and the insight that he was able to obtain into the condition of affairs prevailing both in the military and in the naval service of Russia has led him to form an opinion anything but flattering to those services.

In conversation with a representative of the *Westminster Gazette*, he said that it had always seemed to him that the average Russian soldier was lacking in bravery. "He will obey any order without hesitation; but only because he is compelled to—not because his heart is in his work. Iron discipline prevails in both the Russian services, and the men are ruled by fear alone. I remember on one occasion taking a Russian General—a very fine man, of splendid character—on board with his suite and forty or fifty troopers. There were several tons of baggage put on board when he joined us at Port Arthur, and as I could not accommodate the General on board that night he went ashore, after instructing the troopers not to let the baggage out of their sight. The night was bitterly cold, but the men would not be persuaded to go below, so that in the morning they were in a pitiable condition. I called the General's attention to this when he came off again; but he only said, 'Ah! yes. I forgot that the men would be cold. But it might be death to them to disobey, you know!' But then I have on many occasions seen officers kicking their men or striking them with the flat of the sword."

"How do you account for the ease with which the Japanese torpedo flotilla made its attack off Port Arthur?"

"At midnight the Russians may not have been alert enough to resist the unexpected attack. But there is another possible explanation. The amount of pollution that goes on, even among officers of high rank, in the Russian service is so great that I am quite expecting to hear of something being found wanting somewhere—ammunition, supplies, anything on which success may depend. The Russian vessels have hardly any target practice, because the cost allowed for the ammunition goes into the pocket of a high official. And that sort of thing goes on the Russian residents in Port Arthur freely admit."

"And how does the Japanese Navy compare with that of Russia?"

"Well, I have not had such opportunities for studying the Japanese as I have of studying the Russians. The Russian engineers are lacking in efficiency; their ships are, in my opinion, overcrowded and the men are ill-fed; and I am

inclined to believe the statements I have heard about discontent among the crews. The naval officers, certainly, are of a better class than the military officers. The Japanese, on the other hand, have smart, shrewd, well-educated officers, men who model themselves in everything on the British or the Americans, and many of whom have had European training. The bluejackets, too, are smart, well-disciplined men.

Then there is the efficiency of the ships to consider. The Japanese vessels are modern, built in the best yards, and the best that can be had of their type. They are within reach of their own dockyards and of their supplies. The Russians, on the other hand, have only one dry-dock, 385 ft. long, at Port Arthur, and two floating docks at Vladivostok. Not one of the three will take a modern battleship or cruiser. Where are they going to repair damages? And—another important point—where can they go to be overhauled? A ship that does not have her bottom scraped periodically soon loses as much as two or three knots an hour of her speed; and that is a very serious matter when she is taking part in a naval war."

"And what about the possibility of a blockade?"

"It does not look as though the necessity for a blockade would arise just yet; if it should, I am afraid it would be a difficult matter to make a blockade effective at Vladivostok. But if the Japanese can get command of the Pacific and of the Yellow Sea the Russians will soon find their supplies cut off, for the railway is far too light for its purpose, and will soon become congested; and I suppose they will not be permitted to get supplies from China. The forts, both at Port Arthur and at Vladivostok, are very strong, and well armed with heavy guns of the latest pattern, so that both the harbours are well protected. But there is one means by which the Japanese could render Port Arthur absolutely useless. The mouth is only about four hundred feet wide, and it has only about twenty-eight feet of water over the bar at the highest tides. Now one or two old hulks sunk right in the mouth—"

"And what course do you think things are likely to take, Captain Roswell?"

"It is difficult to say without knowing exactly how far the Russian preparations have gone. I know that two or three years ago the Russian officers used to make no secret of their belief that Russia would never leave Manchuria. And I myself was ordered, a few years back, to take some military experts in my ship to the mouth of the Yalu River—ostensibly for the purpose of loading timber. There was no timber to be loaded there, and we had considerable difficulty in finding the mouth of the river—the draught of the ship was too great to allow her to go in, and we had to explore in a small craft. All that they wanted to do was to study the locality! The two Japanese cruisers that are on their way out are now, I think, practically safe. There are merchant vessels on their way out at present, carrying coal—no doubt ships flying the British flag, which are out there, will be used to carry the Japanese mails—and two of them are commanded by friends of my own. But I think they will arrive safely, and avoid the risk of capture if they hug the shores of Borneo and the Philippines, and use the shelter of the islands."

"But what the Japanese ought to do," Captain Roswell repeated finally, with evident delight in the scheme, "is to block Port Arthur! It would cost them a vessel or two and there would be very big risk for the men who attempted it. By Jove! I'd do it myself, if they would pay me well."

MUKDEN NOTES.

It is reported from Mukden that a certain ex-Commandant of Fengtien troops, named Ch'iu-ch'uan, was discovered the other day by Ting Chieh, the Civil Governor of Mukden, on the point of starting for the mountains with the object of enlisting mounted banditti, under promise of heavy pay, to join the Russian flag. The man was arrested and subsequently confessed that he was to enlist 3,000 Hungtuse on behalf of the Russian authorities to act as scouts with promise that he was to command the men enrolled by him. The ex-officer was still under arrest when the foregoing letter was dispatched and as the man was to go on a mission contrary to the neutrality laws he will probably be sent back into Chihli province unless his patrons, the Russians, come to his rescue. The same dispatch states that the success of the Japanese land forces in Korea, near the vicinity of the Yalu, are causing a panic amongst the Russians in and around Mukden similar to that shown by them when news of the astounding successes of the Japanese fleet at Port Arthur and Chemulpo was received. It was generally believed amongst Russians as well as natives in Manchuria that while Japan would be victorious on the sea it would be the reverse when the land forces of the belligerents came to blows. The recent forward advance of the Japanese to the banks of the Yalu followed by the pell-mell crossing over of that river from the Korea side by the Russians into Manchuria—all this has caused a revulsion of feeling, especially amongst the Chinese, who are eagerly waiting for the time to welcome the Japanese armies when they shall take possession of Fengtien province.—*M. C. D. News*.

ITEMS.

M. Kurino, Japan's ex-Minister to Russia, before leaving Genoa for home told an interviewer that the worst of the war would come in the summer, when heat and disease would make it more deadly for both sides than anything winter could do.

The great interest taken by the Tsar in the navy, writes a St. Petersburg correspondent, as shown by his going round to the various dockyards on the Neva to inspect the progress of the warships now in course of completion, is further evidenced by the fact that he generally knows, that his Majesty sent a personal telegram to Admiral Makaroff enjoining upon him the necessity of saving men and ships as much as possible from harm. The fleet in the Far East, his Majesty added, was of even greater

consequence to Russia than the army. This message may be regarded as a gentle hint to be very cautious. It will doubtless have the effect of restraining Admiral Makaroff's well-known impetuosity.

Admiral Skrydloff, the Commander of the Baltic Fleet, who has been appointed to succeed the late Admiral Makaroff at Port Arthur "regards the Japanese as a match for the Russians, and a very dangerous enemy." He expresses the view, however, that Port Arthur is impregnable to the Japanese fleet.

FROM NEWCHWANG.

Writing from Newchwang on 2nd inst. Messrs. Bannin and Co report that the Russians have made several rules modifying previous trade conditions, such as:—"Vessels inward bound must stop near No. 5 beacon about 3½ miles below the Fort, for examination and permission to proceed up river."

"Exportation of Beans, Beanscakes and other contraband of war to Japan and for Corea is prohibited."

"Exportation of the above to Neutral Ports is permitted, provided the shipper deposits with the Customs a guarantee from the Russo-Chinese Bank that they have received from him a deposit of the value of such cargo, as a guarantee that this cargo will not be transhipped to Japan or Corea."

"This deposit will be returned to the shipper as soon as the Commissioner of Customs at Newchwang receives from the Commissioner or similar official at port of destination a certificate that the cargo is duly discharged."

"The export of grain (qv. eastwise) ceases at noon on 5th April."

Seventeen steamers are loading and one may leave to-morrow, the river however is still full of ice at some stages of the tide. There is enough cargo here to load all vessels now in port and thirteen to eighteen more's future business will depend on the freedom or otherwise of river and cart traffic.

Stocks of beans at the principal up-country depôts amount to about 3,712,050 piculs.

Prices are excessive, we quote:

Bean oil.....per picul	Tls. 8.50
Beans....." 3 piculs	" 8.70
Beanscakes....." 10 piculs	" 10.00

COMMERCIAL.

SHANGHAI FREIGHT.

Writing from Shanghai on the 14th inst. Messrs. Wheelock & Co. state:—Since last writing we have no change to report in our homeward freight market, cargo from here still continues very scarce and we do not see much chance of any improvement until the tea season commences again next May.

Coastwise—Rates are still very light and tonnage is finding ample employment all along the coast.—The trouble that we anticipated when last writing about steamers loading at Newchwang for neutral ports has been overcome, at any rate for the first boats up there and a large number (mostly regular liners) have sailed with full cargoes at good rates, we understand, however, that owners are chary of sending any more vessels to load up there at present; coal freights from Japan show a slightly weaker tendency at the close.

COAL.

Japan.—The only business there is to report is the usual sale to consumers. There have been a few inquiries for cargo to arrive, but as freights have been pretty high there has been nothing done, as intended purchasers will not accept the price submitted. But latterly rates of freight have declined, charters having been put through at from \$2.25 at \$2.10 per ton, but there is little inquiry at this figure.

Cardiff.—No business has transpired. Sydney Wollongong—Has remained very inactive since we last wrote. There is a fair stock still unsold.

RICE.

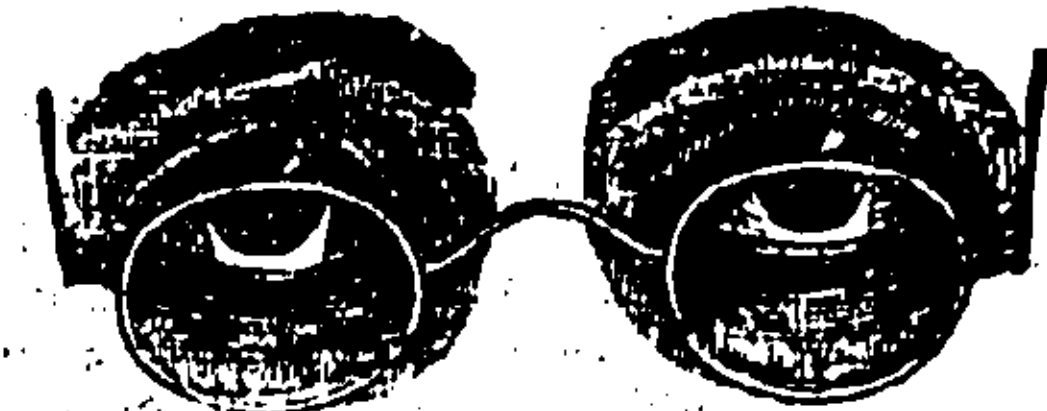
Messrs. W. G. Hale & Co., of Saigon, write as follows in their circular of the 8th inst.:—"Planters are holding back their stocks for higher prices, hence daily supplies of paddy only amount to 35,000,000 piculs; this does not more than fill daily requirements. Since the date of our last report, prices kept fluctuating more or less chiefly governed by the Hongkong market, and are steady at the close. During the decline experienced lately, a fair business has been done with Europe."

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	963/1,00
" Last year	1,050/1,150
" Oldest	1,180/1,220
Patna New	1,345
Benares New	1,335
Persian (Paper)	880/930

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1904.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9 7/16
Do. demand	1/9 5/16
Do. 4 months' sight	1/9 5/16
France—Bank T.T.	43 1/2
America—Bank T.T.	130
Germany—Bank T.T.	130
India T.T.	130
No. demand	130
Shanghai—Bank T.T.	72 1/2
Japan—Bank T.T.	86 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	105 1/2

Buying.

4 months' sight L/C	1/9 7/16
6 months' sight L/C	1/9 9/16
30 days' sight San Francisco & New York	43 1/2
4 months' sight do.	11 1/2
30 days' sight Sydney and Melbourne	1/9 11/16
4 months' sight France	22 1/2
6 months' sight	22 1/2
4 months' sight Germany	130 1/2
Bar Silver	22 1/2
Bank of England rate	31 1/2

To-day's Advertisements.



GOVERNMENT NOTIFICATION.

Information has been received from the Military Authorities that GUN PRAC-TICE will be carried out from Lyman (Pak-sha-wan Battery), on the night of the 20th April, 1904, in the direction of the entrance to Junk Bay, at range—6.0 to 2,000 yards, commencing about 7.15 P.M. and finishing about 9.30 P.M., if the range is clear.

If the weather is unfavourable, practice will not take place.

By Command, A. M. THOMSON,

Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 19th April, 1904. [526]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on FRIDAY, the 22nd instant, at 11 A.M.

For Freight or Passage apply to

DOUGLAS, LAIRDALE & CO.,
General Managers.

Hongkong, 19th April, 1904. [528]

WANTED.

THREE COMPOSITORS.

Apply to—

"HONGKONG TELEGRAPH" CO.
Hongkong, 19th April, 1904.

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
LANE, CRAWFORD & CO, Queen's Road
Central. [F]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 22nd April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTZE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"TELEMACHUS"	On 16th April.
LONDON & ANTWERP	"ANTENOR"	On 10th May.
GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 20th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"PROMETHEUS"	On 7th June.
GENOA, MARSEILLES & L'POOL	"DEUCALION"	On 14th June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"CALCHAS"	On 17th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th April, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, TSINGTAO and TIENTSIN.	"KANSU"	To-morrow, at Daylight.
MANILA and SHANGHAI.	"KAIFONG"	20th April.
AMOI and SHANGHAI.	"YUNNAN"	21st "
SHANGHAI.	"KWANGSE"	22nd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd "
CEBU and ILOILO	"WUOHANG"	26th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th April, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Burgeon and Stewardess carried. —All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT).	SATURDAY, 23rd April, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 24th April, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 16th April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"NICOMEDIA"	4,371	A. Wagner	
"ARABIA"	4,483		
"AROGONIA"	5,198		
"NUMANTIA"	4,370		

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M. from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street. The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$5.00 for Single Journey.
2nd ".....1.50 "
Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.
Hongkong, 16th April, 1904.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China
Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)	
One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

HONGKONG METEOROLOGICAL

SIGNALS

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS AND STORM-

WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FLOOD,

Acting Director

Hongkong Observatory, 22nd January, 1904.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 6th April, 100 cts. per 5 Mts.

BUTCHER MEAT.

	Cents.
Beef sirloin & primecut—Mei Lung Pa B	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	14
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" " Serjio—Ngau Lau	26
" Sausages—Ngau Yuk Chung	16
Bullock's Brains—Know	8
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai	45
" tau-keok	24
Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
Pigs' Chittlings—Chi cheong	7
" Brains—Chi Know	2
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tai	13
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	18
" Liver—Chi Kon	20
Pork, Chop—Chi Pai Kwat	20
" Corned—Ham Chu Yuk	18
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	55
" Keok	6
" Heart—Yeung Sum	9
" Kidneys—Yeung Yiu	9
" Liver—Yeung Con	16
Sucking Pigs, To Order—Chu Chai	17
Suet, Beef—Sang Ngau Yau	20
" Mutton—Sang Yeung Yau	20
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	32
Ducks—Ap	18
Doves—Pan Kau	20
Eggs, Hen—Kai Tan	20
Fowls, Canton—Kai	34
" Hainan—Hoi Nam Kai	21
Geese—Ngai	21
" Wild Shanghai—Sheung Hoi Ye	—
Ngo	—
Musk Deer—Wong Keng	3.50
Hare—Tu Chai	3.50
Partridge—Che Khoo	60
Pheasant—Shan Kai	1.60
Pigeons, Canton—Pak Kuo	25
" Hoihow—Hoihow Pak Kun	25
Quail—Um Chun	25
Rice Birds—Wo Fa Cheuk	25
Snipe—Sa Chui	25
Turkeys, Cock—Fo Kai Kung	65
" Hen—Na	58
Wild Ducks, Shanghai, Sui-ap	75
Teal, Shanghai, Sui Ap Chai	75
Wild Ducks Canton—Sang Shing Sui	—
Apea	\$1.25

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	11
Catfish—Chik Yu	14
Codfish—Mun Yu	14
Crabs—Hoi	12
Cuttle Fish—Muk Yu	11
Dab—Sa Mang Yu	11
Dace—Wong Mei Lun	11
Dog Fish—Tui Tu Sa	9
Eels, Congor—Hoi Man Yu	16
" Fresh water—Tam Sui Yu	14
" Yellow—Wong Sin	24
Frog—Tien Kai	13
Garoupa—Sek Pan	90
Gudgeon—Pak Kuo Yu	13
Herring—Tao Pak	18
Halibut—Cheung Kwan Yu	18
Labrus—Wong Fa Yu	18
Loach—Wu Yu	24
Lobsters—Lung Ha	32
Mackerel—Chi Yu	24
Monk Fish—Mon Yu	22
Mullet—Chai Yu	20
Oysters—Sang Hoo	15
Parrotfish—Kai Kung Yu	15
Perch—Tau Loo	14
Pike—Fa Paw Poong	13
Plaice—Pan Yu	13
Pomfret, Black—Hak Chong	20
Pomfret, White—Pak Chong	28
Prawns—Ming Ha	16
Ray—Pei Pa Sa	8
Rock Fish—Sek Kau Kung	16
Roach—Chun Yu	9
Salmon, (Cton), fresh water—Ma Yau	22
Yu	22
Shark—Sa Yu	9
Skate—Fo Yu	19
Shrimps—Ha	24
Snapper—Lap Yu	24
Sole—Tat Sa Yu	20
Tench—Wan Yu	14
Turbot—Cho Hoi Yu	20
Turtles, small, fresh water—Keok Yu	60
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yau

Apples, (California)—Kam San Ping	60
" Ko	—
" (Chefoo)—Tin Chai Ping	—
" Ko	—
" Small—Hoi Tong	—
" Custard—Fan Lai Chi	—
Bananas, fragrant, Canton—Sang Sheng	—
" Heng Chiu	—
" (brides), Macao—San Heng Chiu	3
Chestnuts, Chinese—Fong Lut	10
Carambola—Yeung Toi	—
Cocoanuts—Yeh Tsz	10
Grapes—Sin Tai Tsz	—
Lemons, China—Ning Moong	4
" Amer—Kum San Ning Moong	5
Lichees, Dried—Lai Chi Con	15
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	—
" Moong	7
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tsz	—
Oranges, (Canton)—Sang Sheng Tim	—
" Chang	5
" Small—Tai Kut	5
" Mandarin—Tim Kut	10
Olives—Pak Lam	7
Pears, (American)—Kam San Shui Li	—
" (Canton), Cooking—Sa Li	8
" (Shanghai)—Sheung Hoi Li	10
Peanuts, Fa Sang	10
Persimmons Large—Hung Chie	—
Pine-apples, 1st quality—Sheung Poon	—
" 2nd quality—Chung tang	6
" Paw-law	—
" Paw-law	—
Platams—Tai Chan	2
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau	10
Walnuts, Hop Tou	12
" Green—Sang Hop Tuo	—

VEGETABLES, &c.

20	Artichokes, Shanghai—Sheung Hoi Ah	
18	Chi Chauk	lb
22	Beans, (French) Macao—Oh Moon Pin	
18	Tau	
	Beans, (French), Shanghai—Sheung Hoi	
55	Pin Tau	
6	Beans, Sprout—Ah Choi	
9	Beans Long—Tau Kok	
20	Beet Root—Lung Chok Tau	each
16	Brinjals, Green—Cheng Yuen Ker	
17	Brinjals, Red—Hung Ker	
20	Brassica—Pak Choi	
15	Bamboo Shoots—Chook Shan	
18	Cabbage, Chinese, con.—Kai Choy	
	Cabbage Root—Kai Lan Tau	each
	Cabbage, (Shanghai)—Yeh Choi	
30	Cane Shoots, bunch—Kau Shun	
32	Cauliflower, Large size—Tai Yeh Choi	
18	Fa	each
	Cauliflower, Medium size—Cheung Yeh	
20	Choi-fa	each
32	Cauliflower, Small size—Sai Yeh Choi-fa	
28	Carrots—Kam Shun	
21	Celery, Chinese—Tong Kan Choy	
	Celery, English—Yeung Kan Choi	
—	Celery, White—Pak Yeung Kan Choi	
3.50	Chilies Dried—Con Lat Chiu	
	Red—Hung Fa	
1.60	Green—Cheng Lat Chiu	
6	Curry Stuff, English—Ka Lee Choi Liu	
30	Cucumbers—Cheng Kwa	
25	Bitter Squash—Fu Kwa	
25	Garlic—Suen Tau	
25	Ginger, young—Sun Ts Keung	
65	old—Lo Keung	
58	Horse Radish, Shanghai—Lik Kan	
	Indian Corn—Suk Mai	piece
75	Lettuce—Yeung Sang Choi	each
\$1.25	Water Chestnuts—Ma Tai	
	Mandarin—Kwei Lum Ma Tai	
	Mushrooms Fresh—Sang Cho Khe	
	Onions, Bombay—Yeung Chung Tau	
14	Green—Sang Chung	
13	Shai—Sheung Hoi Chung Tau	
14	Japan—Yat Poon	" "
10	Okroes—Mo Ker	
11	Parley, English—Yeung Un Sai	
14	Gradsus Pea	
16	Green Peas—Cheng Tai	
12	Potatoes, Sweet—Fan Shu	
11	Shanghai—Sheung Hoi Shu	
11	Tsai	
9	Japan—Yat Poon Shu Tsai	
16	American—Fa Ki	" "
14	Foochow—Fuk Chau Shu Tsai	
24	Macao—Oh Moon	" "
32	Pumpkin—Toong Kwa	
90	Radish—Hung Lo Pak Tsai	dozen
13	Rhubarb	
18	Shalots—Con Chung Tau	
18	Spinage (Chinese)—Paw Choi	
24	Spinach—Yin Choi	
32	Tomatoes—Fan Ker	
32	Taro—Wu Tau	
24	Turnips, Pan-tai (Long)—Low Pak	
22	English—Yeung Low Pak	piece
20	Vegetable Marrow—Chit Kwa	
15	Water Cresses—Sai Yeung Choi	
14	Caltrop—Lan Kok	
11	Lily Root—Lin Ngau	
11	Vams—Tai Shui	

Shipping.

Arrivals.

Tyr, Nor. s.s., 1,418, D. L. Danielien, 16th April—Hongkong 14th April, Coal—S. T. & Co.

Ngman Isles, Br. s.s., 2,180, H. S. Hoogen, 17th April—Mojito 11th April, Coal—Order.

Hailan, Fr. s.s., 377, Andersen, 18th April—Pakhoi 16th April, Gen. and Pigs—A. R. M.

Zafiro, Br. s.s., 1,611, Rödger, 18th April—Manila 16th April, Gen.—S. T. & Co.

Sandford, Br. s.s., 2,052, W. Stephens, 18th April—Kuchinotzu 13th April, Coal—B. & Co.

Progress, Ger. s.s., 687, T. Bremer, 18th April—Taurane 14th April, Gen.—S. T. & Co.

Meefoo, Ch. s.s., 1,321, J. Whitlow, 18th April—Shanghai 13th April, Gen.—C. M. S. N. Co.

Trieste, Aust. s.s., 3,203, E. Mecozzi, 18th April—Shanghai 13th April, Gen.—B. & Co.

Laertes, Br. s.s., 1,340, Jackson, 18th April—Singapore 14th April, Rice, &c.—Wo Fat Sing.

Hyson, Br. s.s., 4,852, Davies, 18th April—Singapore 12th April, Gen.—B. & S.

Ness, Br. s.s., W. Peart, 18th April—Cardiff 5th Mar., Coal—D. & Co., Ltd.

Devawongse, Ger. s.s., 1,068, P. Kumpel, 18th April—Bangkok 10th April, Rice—B. & S.

Cowrie, Br. s.s., 3,155, A. E. McDonnell, 18th April—Singapore 11th April, Gen.—B. & S.

Shahsing, Br. s.s., 1,307, B. Harris, 18th April—Newchwang via Chefoo 13th April, Gen.—B. & S.

Marquis Bacquehem, Aust. s.s., 2,752, J. Rascevic, 18th April—Frisette via Singapore 5th Mar., Gen.—S. W. & Co.

Taifu, Ger. s.s., 1,053, Ueberfeldt, 18th April—Swatow 17th April, Gen.—E. A. T. Co.

Amara, Br. s.s., 1,565, C. J. Mattock, 19th April—Saigon 15th April, Rice, Flour and Cotton Seed—J. M. & Co.

Vasco de Gama, Portuguese cruiser, 3,030, M. V. Carvallo, 19th April—Lisbon 21st Feb., and Macao 19th April.

Hanyang, Br. s.s., 1,206, R. D. Caswell, 19th April—Shanghai 15th April, Gen.—B. & S.

Hangchow, Br. s.s., 999, H. S. Consterdine, 19th April—Canton 18th April, Gen.—B. & S.

Kowloon, Ger. s.s., 1,447, Stehr, 19th April—Canton 18th April, Gen.—S. & Co.

Departures.

April 19.

Salazie, for Europe.

Polynesian, for Shanghai.

Kuangsung, for Shanghai.

An Phu, for Saigon.

Hailong, for Swatow.

Hanoi, for Hanoi.

Whampoa, for Canton.

Shanghai, for Canton.

Meefoo, for Canton.

Gregory, for Calcutta.

Hangchow, for Shanghai.

Kelvin, for Japan.

Chunyang, for Singapore.

Konsu, for Tientsin.

Tsuan, for Kobe.

Passengers arrived.

Per Hailong from Pakhoi—79 Chinese.

Passengers departed.

Per Loonging, for Manila—Mr. and Mrs. M. B. I. Cavitt, Mr. and Mrs. Professor Zancig, Mr. and Mrs. Froul Chapman, Mr. and Mrs. G. V. Loydall, Messrs. Henry Johnson, C. J. Pierson, H. Harry, Mrs. W. O. A. Shepherd, Mrs. D. Caglin, Messrs. Leong Chu, Mac Wah Yat, Choy Ah Sam, Mo Lao Mui, Yam Chung Sing and Wong Hoy.

Steamers Expected.

Vessels	From	Agents	Due
Siberia	Shanghai	P. M. Co.	April 20
Tartar	Japan	C. P. R. Co.	April 22
Banca	Singapore	P. & O. Co.	April 23
Chusan	Singapore	P. & O. Co.	April 23
Algoa	Manila	P. M. Co.	April 23
Empire	P. Darwin, G. L. & Co.	April 24	
Prinz Heinrich	Japan	M. & Co.	April 26
Bayera	Colombo	M. & Co.	April 27
Emp. of Japan	Vancouver	C. P. R. Co.	May 6
Indrapura	Portland	P. & A. Co.	May 11
Korea	San Francisco	P. M. Co.	May 13

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
Lin Tan	at Kowloon	Dor k.	
H.I.C.M.S. Moewe	"	"	"
Athenian	"	"	"
Taksang	"	"	"
Adamastor	"	"	"
Tweeddale	"	"	"
U.S.S. San Francisco	"	"	"
Hailan	"	"	"
Nanshan	Cosmopolitan	"	"
Taishan	Aberdeen	"	"

Vessels in Port.

Steamers.

Armenia, Ger. s.s., 3,462, Font, 17th April—Manila 14th April, Gen.—H. A. 1.

Athenian, Br. s.s., 2,440, S. Robinson, 7th April—Vancouver, B.C. 7th Mar., and Shanghai 4th April, Gen.—C. P. R. Co.

Auchencraig, Br. s.s., 1,542, M. B. Reid, 10th April—Westport via Sydney 19th Mar., Coal—Admiralty.

Binh-Thuan, Fr. s.s., 983, Ribault, 14th April—Hanoi 10th April, Wood and Sugar—B. & Co.

Bourbon, Fr. s.s., 997, Antoni, 17th April—Endoume 17th Jan., Rice—Man Fat.

British Trader, Br. s.s., 2,170, R. E. Hutchinson, 12th April—Barry 15th Feb., Coal—H. B. M. S. Government.

Chwanshan, Br. s.s., 1,281, J. D. Jenkins, 12th April—Saigon 8th April, Gen.—B. & Co.

Claverley, Br. s.s., 1,601, Wm. P. Putt, 12th April—New York via Singapore and Manila 9th April, Gen.—S. T. & Co.

Cyrus, Br. s.s., 2,174, F. Simmons, 12th April—Japan 7th April, Rice—Samuel & Co.

Elg, Norw. s.s., 708, Christophersen, 18th April—Hanoi 13th April, Sugar—S. W. & Co.

Empress of India, Br. s.s., 3,002, O. P. Marshall, 12th April—Vancouver 21st Mar., and Shanghai 10th April, Mails and Gen.—C. P. R. Co.

Ferndene, Br. s.s., 2,448, R. J. Fisher, 13th April—Rangoon 30th Mar., Rice—Order.

Germania, Ger. s.s., 1,714, T. Bruhn, 17th April—Mojito 11th April, Coal—M. B. K.

Glenshiel, Br. s.s., 2,704, E. Warner, R.N.F., 13th April—London via Singapore 27th Feb., Gen.—McG. B. & Gow.

Heatdene, Br. s.s., 2,740, H. K. Ketley, 12th April—Mojito 6th April, Coal—B. & Co.

Hopsang, Br. s.s., 1,359, J. M. Hay, 12th April—Saigon 8th April, Gen.—J. M. & Co.

Hugen, Norw. s.s., 829, Gotbey, 7th April—Mojito 1st April, Coal—Arigaara Thoresen & Co.

Isle de Negros, Am. s.s., 200, Lartilgen, 7th April—Manila 3rd April, Ballast—B. & Co.

Isamila, Br. s.s., 3,381, A. E. Stebbing, 11th April—Rangoon via Singapore 29th Mar., Rice—J. M. & Co.

Johanne, Br. s.s., 952, Inland, 18th April—Haiphong 15th April, Rice and Pigs—J. & Co.

Keongwai, Ger. s.s., 1,115, W. Möllermann, 17th April—Bangkok 10th April, Rice and Teakwood—M. & Co.

Laisang, Br. s.s., 2,224, E. J. Tadd, 17th April—Calcutta 1st April, Penang 7th, and Singapore 11th, Gen.—J. M. & Co.

Manila, Br. s.s., 2,711, H. G. H. Lewellin, 17th April—Antwerp 2nd Mar., Gen.—P. & O. S. N. Co.

Marie Jensen, Ger. s.s., 2,200, Bendixen, 7th April—Java 29th Mar., Sugar—Tung Kee.

Nanshan, Br. s.s., 1,299, E. F. Stovell, 6th April—Saigon 2nd April, Rice—B. & Co.

Onsang, Br. s.s., 1,787, J. T. Davies, 16th April—Java 7th April, Sugar—J. M. & Co.

Paklat, Ger. s.s., 1,018, H. Bandelin, 14th April—Bangkok 7th April, Rice and Teakwood—B. & S.

Petrarch, Ger. s.s., 1,252, Ch. Ahrens, 14th April—Saigon 9th April, Rice and Rice-flour, &c.—Wing Sing & Co.

Phra Chom Klao, Ger. s.s., 1,011, D. Reimers, 13th April—Bangkok 6th April, Rice—M. & Co.

Queen Louise, Br. s.s., 2,170, Nicoll, 12th April—Cardiff 19th Feb., Coals—D. & Co., Ltd.

Store Nordiske, Dan. cable s.s., 506, Swenson, 16th April—Shanghai 29th Mar., Cable—G. N. Telegraph.

Taishan, Br. s.s., 1,121, J. Jenkins, 12th April—Saigon 7th April, Rice and Cotton—B. & Co.

Triots, Ger. s.s., 1,001, H. Kraft, 17th April—Swatow 16th April, Gen.—O. S. K.

Tweeddale, Br. s.s., Milne, 16th April—Mojito 10th April, Ballast—G. L. & Co.

Yiksang, Br. s.s., 1,236, Bowker, 13th April—Hongkong 9th April, Coal—J. M. & Co.

Ships Passed The Canal.

Outward—16th March—Maria, Kilda, 18th March—Voronj Breizhuel, 22nd March—Hyson, Oldenburg, Dornoch, Thyra, Orange, Ness, 25th March—Arragon, Palma, Salveit, Strassburg, 30th March—Aragonia, Benmohr, Angus, Simoom, 6th March—Bayern, Pera, Moyne, Deucalion, Ella, Sagami, Theodor-wille, Gerd, 9th April—Ernest Simons, Titania, Gilela, Plantamar, Verona, Ulysses, Segovia, Algonia, 13th April—Sanda, Schuyll, 16th April—Cathas, Sydney, Teenkai, Borneo, Courtfield, Indramayo, Silverlip, Homeward—18th March—Alesia, Alcious, 30th March—Macduff, 9th April—Danfa, Roan, 13th April—Socotra.

Post Office.

A Mail will close for:—

Canton—Per Hankow, 20th April, 7:30 A.M.

Swatow, Amoy and Ningpo—Per Tritos, 20th April, 9 A.M.

Swatow, Singapore and Bangkok—Per Phranang, 20th April, 9 A.M.

Manila—Per Kaifong, 20th April, 3 P.M.

Saigon—Per Binh Thuan, 20th April, 3 P.M.

Saigon—Per Taifu, 20th April, 3 P.M.

Shanghai, Yokohama and Kobe—Per Marquis Bacquehem, 20th April, 3 P.M.

Shanghai, Moji, Kobe and Yokohama—Per Manila, 20th April, 3 P.M.

Swatow and Shanghai—Per Yikung, 20th April, 3 P.M.

Canton—Per Pawan, 20th April, 5 P.M.

Namtau—Per Taichu, 20th April, 5 P.M.

Sanbue—Per Hoi Wu, 20th April, 5 P.M.

Macao—Per Wingchoi, 20th April, 5 P.M.

Canton—Per Honom, 21st April, 7:30 A.M.

Straits, Colombo and Bombay—Per Trieste, 21st April, 1 P.M.

Shanghai, Chinkiang and Wuhu—Per Kowloon, 21st April, 2 P.M.

Amoy and Shanghai—Per Yunnan, 21st April, 3 P.M.

Canton—Per Fatshan, 21st April, 5 P.M.

Canton—Per Hankow, 22nd April, 3 P.M.

Sanbue—Per Kwang, 22nd April, 3 P.M.

Shanghai—Per Pawan, 22nd April, 5 P.M.

Hongkong—Per Taishan, 22nd April, 5 P.M.

Canton—Per Honom, 23rd April, 7:30 A.M.

Manila—Per Zafiro, 23rd April, 9 A.M.

Europe, &c., India, via Tuicorin—Per Bengal, 23rd April, 11 A.M.

Canton—Per Fatshan, 24th April, 9 A.M.

Cebu and Hanoi—Per Wuchang, 26th April, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenian, 27th April, 10:45 A.M.

Europe, &c., India, via Tuicorin—Per Prinz Heinrich, 27th April, 11 A.M.

Manila—Per Rubi, 30th April, 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Siberia, 30th April, 11 A.M.

Books containing stamps of the following denominations may be obtained at the counter of General Post Office for \$1.00 each.

16 stamps at 4 cents.

12 " " 2 "

12 " " 1 "

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

Parcels are now accepted for transmission to Batavia and the Dutch East Indies "direct."

Scale of charges as follows:—

1 lb. to 3 lbs.—\$1.15

4 lbs. to 7 lbs.—\$1.50

8 lbs. to 11 lbs.—\$2.00

Greatest length 2 feet.

" length and Girth 4 feet.

No Insurance.

CHINA COAST METEOROLOGICAL REGISTER.

April 18th, 1904, a.m.

Bar. Th. Hu. Wind W.

Vladivostok	7 a.m.	—	—	—
Nemuro	6 a.m.	30.24	—	S 4
Hakodate	"	30.17	—	NE 4
Tokio	"	30.22	—	NE 2
Kochi	"	30.03	—	S 6
Nagasaki	"	29.91	—	SE 6
Kagoshima	"	29.95	—	E 6
Oshima	"	29.96	—	—
Naha	"	29.93	—	—
Ishigakijima	"	29.93	—	—
Taihu	5 a.m.	—	—	—
Taichu	"	—	—	—
Tainan	"	—	—	—
Koshun	"	—	—	—
Pescadore	"	—	—	—
Wei-hai-wei	9 a.m.	—	—	—
Gutslaff	"	30.10	52	100 NE 3 cm
Sharp Peak	"	29.99	63	89 E 2 1
Amoy	6:30 a.m.	30.00	65	95 SE 1 0
Swatow	9 a.m.	29.99	70	ENE 2 0
Canton	"	29.97	72	100 E 0 0
Hongkong	10 a.m.	29.98	72	92 ENE 2 0
Victoria Peak	"	—	—	—
Gap Rock	"	29.94	—	ENE 4 1
Macao	"	29.92	75	E 3 1
Haiphong	"	—	—	—
Manila	"	29.91	81	SE 1 0
Bacolod	9 a.m.	—	—	—
Iloilo	"	29.87	—	N 2 0
Cebu	"	29.87	83	N 2 0
C. St. James	10 a.m.	—	—	—

April 18 at 10 a.m.

April 18 at 4 p.m.

B.ometer 29.98

Temperature 72

Humidity 92

Rainfall 0.14

VISITORS AT THE HOTELS.

HONGKONG.

Akuzawa, N. Johannsen, E.

Allen, Gen. H. S. Katsch, E. A.

Anderson, Mrs. G. P. Kemp, W. J.

Anderson, Mr. Key, Mrs. Albert and governess and child

Bartholomew, M. de Kirkwood, Miss

Bemboly, F. Lamont, W. A.

Black, Mr. and Mrs. Leggett, E. A.

Boggan, Mr. and Mrs. R. Lewis, J. H.

Bond, Mr. and Mrs. E. T. Long, J. H. B.

Bonner, E. A. Macgowan, R. J.

Borthwick, Mrs. R. W. Mackie, C. Gordon

Brown, W. S. Marriott, Dr. O.

Buck, Hart Mast, Sidney

Cazenave, Mr. Mast, Mr. and Mrs. E.

Chauzy, Cte. McAra, T. P.

Clark, Geo. J. Meikle, Mr. and Mrs. E.

Clark, V. G. Miller, P. L.

Colson, F. S. Curry, Mrs. E. G.

Coulson, C. H. Davies, Mrs. J. T.

Curry, Mrs. E. G. Deacon, F. B.

Davies, Mrs. J. T. Dean, G.

Deacon, F. B. Debolet, Mr.

Dean, G. Derbyshire, J. H.

Debolet, Mr. Dinitzer, S.

Dinitzer, S. Douglas, Capt. and Mrs. J.

Douglas, Capt. and Mrs. J. Downey, J. C.

Downey, J. C. Dreyfus, L.

Dreyfus, L. Ehrlich, A.

Ehrlich, A. Ellis, Mr. and Mrs. A.

Ellis, Mr. and Mrs. A. Farrow, C. J. and servant

Farrow, C. J. and servant Fisher, H. G.

Fisher, H. G. Garcia, J. M.

Garcia, J. M. Glover, C.

Glover, C. Grant, A. W.

Grant, A. W. Grant, L. C.

Grant, L. C. Gras, Mr.

Gras, Mr. Haerli, H.

Haerli, H. Hall, Capt. T.

Hall, Capt. T. Hamblin, J. H.

Hamblin, J. H. Hamel, F. E.

Hamel, F. E. Hamersley, B. F.

Hamersley, B. F. Hanford, H. B.

Hanford, H. B. Harvurst, R.

Harvurst, R. Harvey, R. D.

Harvey, R. D. Haughton, W. B.

Haughton, W. B. Hayton, J. T.

Hayton, J. T. Hewell, C. P. G.

Hewell, C. P. G. Hooper, Mr. and Mrs.

Hooper, Mr. and Mrs. Icelly, Rev. F.

Icelly, Rev. F. Joseph, Mr. and Mrs.

Joseph, Mr. and Mrs. E. S.

CRAIGIEHURN.

Austen, R.N., Staff Menocall, D. A.

Surgeon and Mrs. Smith, Mr. and Mrs.

Grant

Cowden, Mrs. & Miss

Crofton, R. U. Smith, Mr. E. Grant

Craig, W. E. Whitlow, Mr. & Mrs.

Dann, G. H. and child

Gaskell, Mr. and Mrs. Woodward, Mr. & Mrs.

Lauder, P. and children

PEAK.

Beattie, J. M. Lowe, D. R.

Beattie, M. P. Martin, R.

Benson, Mr. & Mrs. McDermott, A. P. B.

Bunny, Lieut. Col. F. Moxon, Mr. and Mrs.

W. Herbert

Bunny, Major and Mrs. Perry, F.

Bunny, Miss Pollock, H. E.

Brown, Col. L. F. Post, N.

Conrad, Mr. and Mrs. Pratt, Major and Mrs.

Dymock, M. A. A. Reid, T. H.

Ehlerder, Capt. Rice, P. J.

Frege, Mr. and Mrs. Sawyer, Mrs. W. E.

French, Major G. S. Sinclair, A.

Grant, R.N., Eng. Lieut. Skelton, Mr.

A. R. Skelton, Mrs.

Hudig, D. Spalckhaver, W. O. C.

Hamilton, Major Stevenson, D.

Hamilton, J. E. Stokes, Mr.

Hardy, R.N., Comman- Sutherland, Mr. and

der and Mrs. Mrs. J. and child

Hays, I. Uffel, W. von

Hewitt, F. T. B. Watkins, R.E., Capt.

Holborow, Mr. and Mrs.

Jefferys, H. W. Watson, Mr. and Mrs.

King, Mr. Wenborn, S. T.

Longstaff, G. B. White, Dr. and Mrs.

Longstaff, Miss M. J.

Yates, Mr. & Mrs. C. C.

THOMAS.

Marroni, M.

Parker, H. E.

Pelmer, Chas. S.

Peterson, Mr. and Mrs.

Pington, C. D. U.

Rinker, T. E.

Sharp, Edward

Thomas, Mr. and Mrs.

H. E. S.

Watson, Mr. and Mrs.

Whitley, Mr.

Wilson, Mrs.

William, S.

Young, L. C.

CONNAUGHT.

Bel, Mrs. J.

Bel, J. F.

Boyce, W. B.

Broughton, J. H.

Cauchon, J.

Christie, Mr. & Mrs. D.

Cronin, John

Dalry, Mr.

Davies, F. O.

Dufour, Mrs. B.

Dulot, Mine.

Kyre, Mr. and Mrs. H.

Guenin, Mr. & Mrs.

Guemot, Mr.

Harris, J. D.

Hayter, L.

Howard, E.

Heckford, R. G.

Helme, E. B.

Leavitt, Mr. and Mrs. Williams, W. H.

M. B.

KING EDWARD.

Brandt, C. M.

Clark, Mrs. E. W.

Frank, A.

Furse, E.

Haughton, Miss M. E.

Jameson, J. Watt

Kent, R. A., Lt.-Col. F.

E.

Kent, Mrs. F. E.

Knoy, G. W. I.

Muelle, Ed. (Consul for Peru)

Ough, A. H.

Palmer, Thos.

Palmer, Mrs.

KOWLOON.

Baker, Col.

Daniel, W.

Dye, H. S.

Gomes, Mr. and Mrs.

J. B. - and children

Tremonger, Lieut.-Col. Yokura, K.

and Mrs.

ACCIDENT IN AN ENGLISH COAL PIT.

While working in a Hanley coal pit some years ago John Henshall lost an eye from a spark at the pick-end. The injury set up inflammation, which compelled the doctors to remove the eye. Finding his occupation as a miner gone, he has since worked as a gardener and at odd work. He is a most respectable and intelligent man, the victim of repeated misfortunes.



Mr. John Henshall.

Victim of an accident at Hanley.

"I am getting on in years," he said—"nearly sixty-eight—and since I lost my eye I have done no work in the pits. That is, however, not the only trouble I have had. For two years I was laid up with an attack of liver complaint, which caused acute indigestion. I also suffered from nervous debility. I had agonising pains in the head, and was subject to feelings of giddiness. I was hardly able to eat, and got into a very weak, low, and depressed state of health. Indeed, I used to feel at times like a man out of his mind, and but for Dr. Williams' pink pills I don't know what would have become of me."

"To see if I could get any benefit," said Mr. Henshall, continuing his story, "I went to Rhyl, and spent three weeks at one of the convalescent homes there. But I got no better; in fact, while I was at Rhyl I thought my end was approaching, and feeling that I should rather die at home, I came back to Staffordshire. I still suffered on my return, and for a time I became an out-patient at the North Staffordshire Infirmary. It was Dr. Williams' pink pills for pale people that eventually cured me."

"How came you to take them?"

"Why, my son came from the North of England to visit me, and to see if the change would do me any good I went back with him to his home. My son was at that time taking Dr. Williams' pink pills for pale people, and he gave me some to try. I took the greater part of a bottle and in a fortnight they made a new man of me. I was able to go to work."

"And how is your health to-day?" was the next question.

"Oh, I am much better," replied Mr. Henshall, "I have a better appetite, my nerves are stronger, and I seem to have more vigour in me. Considering my age, I am feeling very fit indeed."

Mr. Henshall, asked if he had any objection to his story being published, said: "I have only told you what is true, and there can be no objection to that being published."

The experience of Mr. Henshall is that of many who have suffered from diseases arising from poor blood and shattered nerves—anaemia, bile, consumption, eczema, headache, indigestion, kidney diseases, rheumatism, scrofula. Dr. Williams' pink pills have cured these and other diseases in countless cases. Women they especially help in those characteristic troubles which they do not talk about. The pills are not a cure-all. They cure by action on the blood and on the nerves, curing fits, paralysis, locomotor ataxy, St. Vitus' dance, neuralgia. Only the genuine pills, bearing Dr. Williams' name, cure. Substitutes never cure. Genuine pills post free from Williams' Medicine Company, Holborn-viaduct, London, for two shillings and ninepence; but can be had at all medicine shops if you take care to get the right ones, which did so much good to this victim of Accident and Misfortune.

AN ALARMED ACTRESS.

TRAGIC STORY ENDS HAPPILY.

"Who that has not been on the stage can know the strain of rehearsals?" asked Miss Alice Hope, a well known West of England Actress. "Many real tragedies are enacted on the other side of the stage curtain. Out of sight of the audience, and undreamed of by the public, many a Player fights the Battle of Life against terrible odds."

"A few months ago," continued Miss Hope, "my health gave way in the most alarming manner. My appetite, which had been always of the best, left me. At night I could get no rest, and in the morning felt more dead than alive. I was a martyr to neuralgia. Of course, I had to eat, but I couldn't digest my meals. Food



gave me acute pains in the chest, which made me afraid to tempt my lost appetite. I became so weak that I could scarcely crawl about. Doctors told me I was anemic. A chemist suggested that I should try Dr. Williams' pink pills for pale people. I am very pleased now that I acted upon the suggestion. I had only taken a few of the pills when I found that my appetite was returning, I ate my food, and enjoyed it, and felt no ill-effects after it."

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL."

Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for HONGKONG, on SATURDAY, the 23rd April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	May 4
Shawmut	9,666	W. M. Smith	May 21
Tremont	9,666	T. W. Garlick	June 28
Lyra	4,417	G. V. Williams	Aug. 4
Shawmut	9,666	W. M. Smith	Sept. 1
Tremont	9,666	T. W. Garlick	Oct. 1

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut	9,666	W. M. Smith	Ab. May 3
Tremont	9,666	T. W. Garlick	Ab. June 8

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers.

The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 19th April, 1904.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 13th April, 1904.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

S.S. "CLAVERING."

FROM PORTLAND, OR.

THE above Steamer having arrived, Consignees are hereby notified that their Cargo is now being discharged into lighters, at their risk.

No Fire Insurance has been effected.

J. S. VAN BUREN, Superintendent.

Hongkong, 16th April, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby notified that their Goods will be delivered to them alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 20th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 18th April, 1904.

Consignees.

S.S. "POLYNESIAN." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Douro* and *Sidon*, from Havre, ex s.s. *Sidon*, from Bordeaux, ex s.s. *Ville de Constantine* and *Ville de Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 18th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 25th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before MONDAY, the 25th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th April, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MANILA." FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 18th April, 1904.

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ARMENIA." Captain Fort, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th April, 1904.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"CLAVERLEY." Captain W. P. Putt, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Storing Co., at Wanchai, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 19th instant at 2.30 P.M.

All Claims for damage must be presented before the 23rd instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 13th April, 1904.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SATSUMA," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 19th April, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$6,500,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$650 London 63 1/2
National Bank of China, Limited.	4,453,750	£10	£8	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$381 \$10
Do. Founders'						None		
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,415 \$206,872 \$200,000	\$1,959,926	\$32 for 1902	6 1/2 %	\$510 buyers
China Traders' Insurance Company, Limited	24,700	\$83.33	\$25	\$151,092 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$59 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$675,000 \$103,130	\$486,284	\$12 for 1901	9 %	135
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	8 1/2 %	\$180 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22 1/2 for 1902	8 %	\$287 1/2 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$125,475 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409 \$240,000	\$41,538	\$14 for second half-year 1903	10 1/2 %	39 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£8,000 £100,000	£5,380	10/- for 1902	6 %	\$94 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$21 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$18,500 \$71,815	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$35,000 \$7,750	\$137	\$1.20 for year ending 30.4.03	4 1/2 %	\$31 sales
Straits Steamship Company, Limited	5,000	\$10 1/2	\$100	\$35,000 \$7,750		\$8 for second half year 1902	11 1/2 %	\$19 buyers
"Shell" Transport and Trading Company, Limited	200,000	£1	£1	Tls. 98,000 Tls. 201,614	£19,555 Tls. 86 1/2	Interim of 1/- (Coupon No. 4) for 1903	5 %	27 1/2 buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	none	Tls. 86 1/2	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 47 sales
Do.	100,000	Preference				Final of Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 46 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$112 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 50 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 620 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	7 %	\$206 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 %	Tls. 147 1/2 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,850,000		\$6 for first half year 1903	4 1/2 %	\$50 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000		\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$100 buyers
Do. Preference.	2,750					\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,000		\$10 for first half year 1902		\$205 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$250,000 \$50,889	\$28,015	Final of \$2 1/2 making \$5 for 1903	5 1/2 %	\$97
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 509,913	Tls. 1,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	10 %	Tls. 180
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$4,548	\$2 1/2 for 1902	6 1/2 %	\$37 1/2 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Final of \$6 making \$12 for 1903	8 1/2 %	\$147 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 107 sales
Tientsin Land Investment Company, Limited	52,500	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sales
China Land and Finance Company, Limited	2,476 1/2	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 70 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	Tls. 55
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	6 %	\$53
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$132
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 33,000	Tls. 1,837	Interim of Tls. 5	6 1/2 %	Tls. 150 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 32,500	Tls. 16,301	\$2 1/2 for year ended 30.6.03	7 1/2 %	\$35 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 14 for the year ending 31.3.1903	10 %	Tls. 15 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited	600	\$20	\$20	none	\$4,989	\$5 for the year ending 23.2.1903	12 1/2 %	\$4 1/2
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,530	Interim of Tls. 3 1/2	7 1/2 %	Tls. 48 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	8 1/2 %	\$10 1/2
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	H. Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25
Lao-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Nil.	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 32 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	none	Dr. Tls. 4,965	4 % for 1897		Tls. 170
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31'7'03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	12 %	Tls. 50 buyers
Alhambra, Limited	300	\$200	\$200	\$41,000	\$57	\$25 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$10 buyers
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	6 1/2 %	\$23 1/2 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	7 1/2 %	\$8.10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$25,000	\$5,077	Interim of 50 cents for 1903	7 %	\$14 1/2 buyers
Watkins, Limited	10,000	\$10	\$10	\$18,802	\$1,042	\$1 for 1903	14 1/2 %	\$7 buyers
Singapore Dispensary, Limited	500	\$50	\$50	\$6,000		\$5 for year ended 31.7.1902		\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	9 %	\$70
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$3,453	90 cents for year ending 30.4.1903	7 1/2 %	\$13 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£5	£21,815	£7,387	1 div. and 2/- bonus for 1902	6 1/2 %	\$7 sales
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 46,000	Tls. 7,548	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 for 1903	7 1/2 %	Tls. 112 1/2 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 57/6 for 1903	7 %	Tls. 400
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	T.Tls. 140 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 213	Tls. 2 for half year		Tls. 100
Hall & Holtz, Limited	21,000	\$20	\$10	\$186,000	\$18,302	Interim of \$2 for 1903	13 1/2 %	\$30 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$1 for 1903	7 1/2 %	\$140
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$47 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	8 1/2 %	\$23 1/2 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$41,000		\$7 1/2 for second half year 1903	7 1/2 %	\$100 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$1,283	\$20 for year ending 30.1.1903	10 1/2 %	\$100
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$30,000	\$3,009	\$1 1/2 for year ending 31.7.1903	10 1/2 %	\$14 1/2 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,500	\$56	\$3 for 1903	6 %	\$30
Bell's Asbestos Eastern Agency, Limited	8,664	12 1/2	12 1/2	none	£100	None		\$3 sales
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4	\$14,000	\$19	90 cents for year ended 31.5.1903	12 1/2 %	\$10 buyers
Do. Founders'	100	\$10	\$10	none		Final of 60 cts. making \$1.20 for the year	12 1/2 %	\$10 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	Dr. \$1,648	None		\$1 1/2
China Light and Power Company, Limited	15,000	\$10	\$10	none	\$7,053	Interim of 50 cents for 1903		\$1 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757			\$1
Maatschappij tot Mijde, Bosch- en Landbouwerij plottende in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669	Tls. 27,187	First quarterly dividend of Tls. 10		Tls. 27 1/2 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 30,000	Tls. 10,247	Tls. 5 for 1903		Tls. 7 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,388	Final of Tls. 5 making Tls. 10 for 1903		Tls. 104 sales
Central Stores, Limited, Ordinary Founders'	6,000	\$15	\$12	\$10,000	\$1,353	Final of \$1.20 making \$2.70 for 1903		\$20 sales
E. L. Mondon, Limited	123	Tls. 50	Tls. 50	none	Tls. 3,595	Tls. 5 for 1902	12 1/2 %	Tls. 40 sales
China Flour Mill Co., Limited	7,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1902	10 1/2 %	Tls. 100 sales
Katz Brothers, Limited	10,000	\$100	\$100	\$160,000		\$10 for 1902	7 1/2 %	\$15 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000		\$1 div. and 25 cents bonus for half year ended 30.6.1903	7 1/2 %	\$11 buyers
Fraser and Neave, Limited	4,500	\$10	\$10	\$169,116		\$5 div. and \$2 1/2 bonus for 1903	12 1/2 %	\$35 sales
Maynard and Company, Limited	3,400	\$10	\$10	none		\$2 for year ended 31.10.1901	5 %	\$10
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	3,200	\$20	\$20			First year		\$10
South China Morning Post, Limited	6,000	\$21	\$21					\$10